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AIR

TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE



DECEMBER

1947

Vol. 14 • No. 6

THIS ISSUE

Air Cargo, Inc. ... Past, Present, Future

P. S.—The Trip Was Fine • 1927-1947

The "Flying Newspaper" ... Speed, Punctuality, Economy

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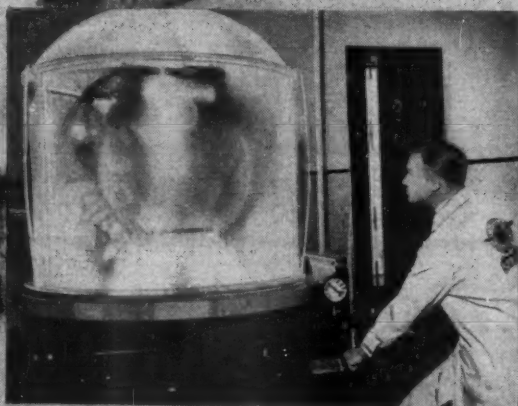
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As AIR TRANSPORTATION Goes to Press

HAVE JUST LEARNED FROM THE CIVIL AERONAUTICS BOARD the names of 19 irregular air carriers, previously grounded for failing to comply with the requirements of Sections 292.1 of the Economic Regulations, who have been reinstated: Airline Transport Carriers; Arctic-Pacific; Arnold Air Service; Aviation Maintenance Corporation; Capitol Airways; Caribbean American Lines; Chesapeake Airways; Coastal Cargo Company; Gulf and Western Airlines; International Air Freight; Johnson Flying Service; Magnolia Airlines; Meteor Air Transport; Reg. Robbins; Skyways International Trading and Transport Company; Standard Air Cargo; Transocean Air Lines; Twentieth Century Air Lines; and Viking Airliners. Originally, 42 irregular carriers were suspended. This item supersedes the information on Page 31.

★ ★ ★
THERE'S HELL BREWING over an unexpected short-notice demand by the International Air Transport Association for the payment of an annual \$30 fee by foreign freight forwarders. In New York, at least, the forwarders are up in arms over the "unorthodox" method of presenting the edict, as well as over what they claim is a demand to sign a "blank check" for future payments.

★ ★ ★
THE CIVIL AVIATION PARLEY IN GENEVA IS A FAILURE, according to Garrison Norton, chairman of the American delegation to the 29-nation conference which attempted to draft an international civil aviation agreement. Big division was over the question of Fifth Freedom traffic. This is the right of an airline to carry passengers between two foreign countries.

★ ★ ★
THE BIGGEST LANDPLANE IN THE WORLD, the six-engine Consolidated-Vultee XC-99, has taken to the air. In its first test, the new air giant, designed to carry 400 fully equipped ground soldiers, cruised for more than an hour over San Diego, California. The 100-ton plane took off after a run of only 3,500 feet. Five years in the making, the XC-99 is the cargo counterpart of the B-36 bomber. Cruising range of the new ship is expected to be better than 8,000 miles at a 300-mile-an-hour clip. Cargo capacity is 100,000 pounds. Watch next month's issue of AIR TRANSPORTATION for story and pictures of the XC-99.

★ ★ ★
FAIRCHILD ENGINE AND AIRPLANE COMPANY has been awarded a \$22,000,000 Army contract for 37 improved C-82 Packets. (The improved type is known as the C-119.) The new-type Packet is distinguished from its older sister by having a more pointed contour of the nose section.

★ ★ ★
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Hangar Chatter

LAST August, this modest column recounted the unusual adventures of an errant steer with a yen for snarling traffic at Newark Airport. An observation by the editor that the Newark incident should be an incentive to certain Texas-based airlines to equip their transports with lassos has borne fruit.

Braniff International Airways, headquarters at Dallas, has risen properly to the occasion. Its public relations department has pointed out to us that only recently Flight 18 was held up when a young Brahma bull calf charged across the runway and cut capers to the point of menacing airport personnel. A modern cowboy—that is, a local Roy Rogers in a jeep—sped across the airport and corralled the bull. But the rope snapped and the bull was shot.

We understand that the captain of Flight 18 immediately requisitioned a lariat . . .

In Alaska, a Pan Am transport landed at the Big Delta Airport, waiting for weather to clear at Fairbanks 90 miles away. Meanwhile, a herd of 150 buffaloes moved over to the landing strip to graze. This, apparently, was a clear case of buffaloeing the world's biggest airline.

Had Buffalo Bill been among us today, there's no doubt in our mind that Juan T. Trippie would have appointed him a vice president in charge of such emergencies.

From Sweden we hear that ABA (Swedish Air Lines), which recently flew thoroughbred rams from London to Gothenburg, 16 breeder calves from



Amsterdam to Montevideo, two chimpanzees from Madrid to Stockholm, and a young elephant from Johannesburg to Stockholm, has turned down an offer to fly 500 horses from Holland to South America. It probably broke the cargo manager's heart, but it appears he was more concerned about the stable smell hugging the plane after delivery has been made.

We can realize at once the problem for the cargo man who ships horses by air and is left with an airfreighter smelling like a stable. Return loads, under such malodorous conditions, would be high impossible—unless an enterprising salesman could rustle up a plane-load of horseradish.

It is also learned from ABA that an irritated cow went berserk at the Malmö (Sweden) airport and cut up in much the same manner as its brethren in Newark and Dallas. With serious demeanor we report that the airport at which the incident took place is called Bultöja.

AIR TRANSPORTATION

(REG. U. S. PAT. OFF.)

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THE COVER—Christmas freight between France and the United States via AIR FRANCE. The French national airline flies the Paris-New York run on regular schedules.

JOHN F. BUDD, Editor and Publisher

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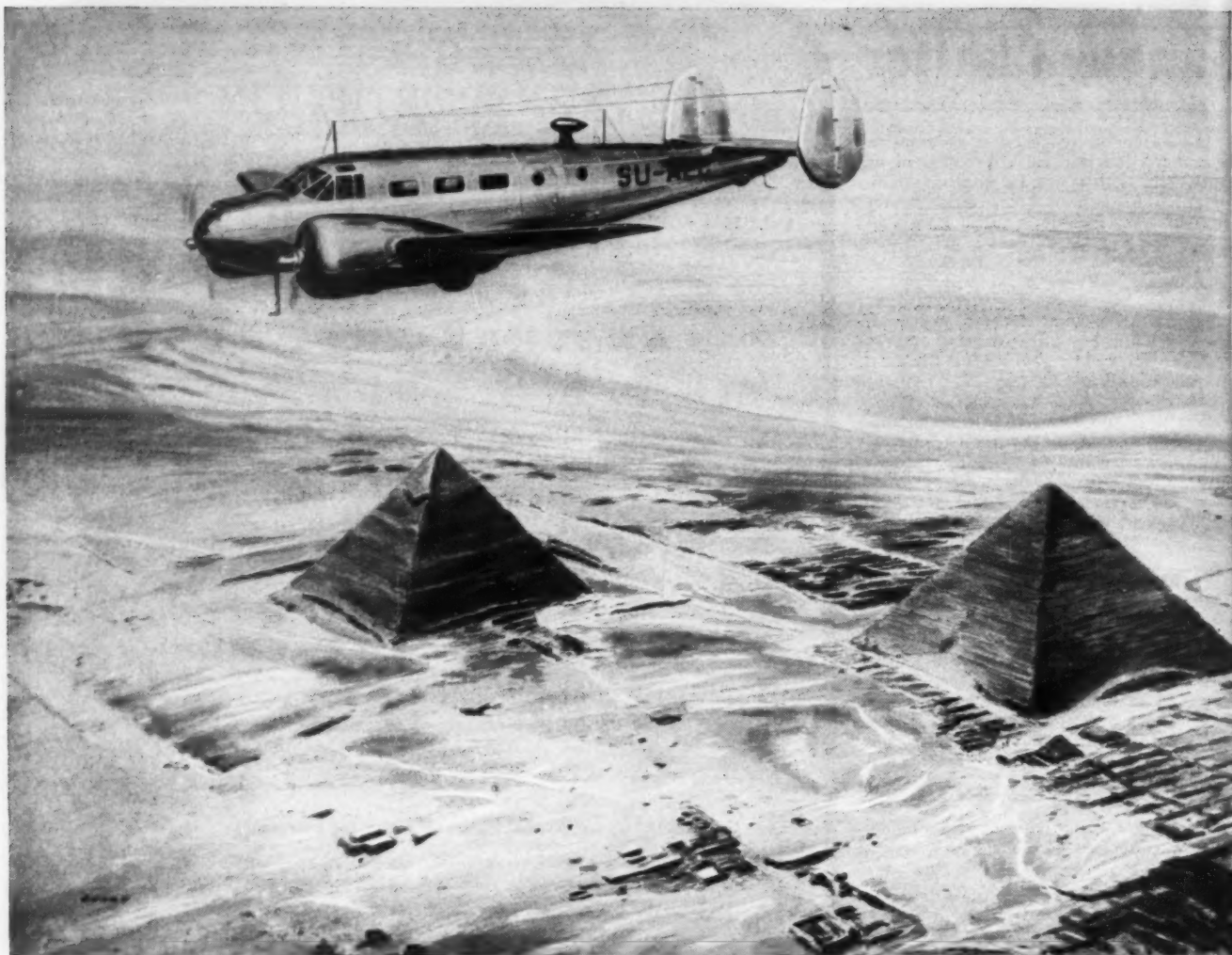
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Don A. Huff

Guest Air Cargo Editorial No. 2

By DON A. HUFF

Director of Cargo

Peruvian International Airways

THE INCREASING VOLUME OF TRAFFIC entering the Port of New York by airplane, steamship and railway for transshipment to foreign destinations calls for the establishment of a free port in this most important commercial city in the world. At present, there are 10 domestic and 14 overseas international airlines of which four are United States carriers and 10 foreign; 165 steamship companies; and seven trunk lines and 12 subsidiary lines of railroads—all radiating from this hub to every continent and country throughout the globe.

This year, from June to September, more than 28,000,000 pounds of mail, express and freight were moved through LaGuardia Airport. Of this total 7,703,316 pounds were flown in during the month of September alone.

It is difficult to estimate what percentage of this cargo which entered the Port of New York remained there and what was transshipped to other points. But from our own experience in operating an airline between New York and the vital trade regions in the West Indies, Central America, and the west coast of South America, we know that many shipments which were flown by us to countries in Latin America did not originate in New York but were transshipped from other carriers operating into the New York area. Undoubtedly, other carriers will have made similar studies and reached the same conclusion.

Goods arriving in New York for transshipment to other destinations are held in customs for a period of time and then kept in a warehouse until the necessary paper work is completed before it is sent on its way. This may take days, weeks, and even months according to the shipper's determination and perseverance.

Under the free port system goods not destined for New York could be immediately transferred from one carrier to another without any delay or expense. The mechanics of such a procedure are so simple that they are not worth even mentioning; a carrier bringing goods into New York will merely have to turn over certain customs documents for proof of non-import into the United States as well as the airway bill to the other carrier enabling the latter to transport the goods to its destination without delay.

The importance of making New York a free port, especially to the nations our airline serves on the west coast of South America, cannot be overestimated. New York lies on the shortest possible route between Europe and Lima, Peru. The distance over this direct route from South America to North America, and then across the North Atlantic to Europe, is shorter by 3,657 miles than a route from either Lima or Santiago to Europe by way of the South Atlantic route. Also, as previously noted, connections by railroad to any point in the United States can be made more conveniently in New York.

Prior to the start of this service into New York, Miami was the gateway city to this important trade region of South America, and exporters and importers in New York were handicapped by the need for three and oftentimes four carriers in getting their goods to the consignee. Shipments were off-loaded at Miami and delayed for weeks at a time and frequently lost.

Today, New York has become a gateway to the west coast of South America and the advantages of this new route to exporters and freight forwarders concentrated in the New York area have been quickly capitalized upon. The single air waybill which the new service provides eliminates the possibility of the goods being off-loaded en route and puts the shipping documents in the hands of the shipper immediately upon the departure of the plane—two very important factors to any shipper.

Our airline, for example, is presently carrying such diverse items as pharmaceuticals, generators, phonograph records, motion picture film, dresses, textiles, plastics, furs, false teeth, fountain pens, mantillas, automotive parts, soft drink extracts, orchids, hides, radium and mineral samples.

While shippers of these goods have realized the advantages of shipping direct between New York and the Latin American cities we serve, they are still plagued by the problem of having their goods transshipped to and from Europe and other distant points on the globe.

If New York is to remain the great commercial metropolis that it is, it should take steps to create freedom of the port for the expeditious transshipment of goods for foreign points beyond New York.

Air Cargo, Inc....

PAST, PRESENT, FUTURE



By FRED M. GLASS
President, Air Cargo, Inc.

THE last two years have seen substantial growth of property as a source of airline traffic. This article will briefly review the activities of those airlines, certificated by the Civil Aeronautics Board to carry persons, property and mail over designated routes, in this important phase of their operations.

PREWAR

Of all the many problems faced by the air carriers in their development of air freight traffic none has been more fundamental over the years than the acquisition of equipment which could be used to move air freight at rates both profitable to the operator and economical to the shipper, considering not only the value of the services rendered but also the relationship of air freight rates to rates of competitive forms of transportation.

The absence of such equipment prior to the war was a very simple, but nevertheless important factor affecting the development of air freight traffic during the prewar period. The Douglas DC-3 was the only aircraft available at that time which could be operated as a cargo transport in a manner that could in any way be considered operationally effective. Initial costs, limitations of space, and the relationship of payload to operating costs prevented the development of air freight with this or other available type aircraft on any volume basis. Innumerable experiments during the prewar period by scheduled operators and others to enter the volume property field by air proved conclusively that operating efficiencies afforded by then available equipment were inadequate for the provision of such service on a volume basis at rate levels competitive with surface transportation.

Property transportation was consequently limited—in the main—during this period to highly rated small package traffic moving in combination passenger-property planes.

The airlines were well aware by 1940, however, that large four-engined aircraft with high payload capacities would soon be available to them. Concentrated attention was directed by top airline personnel to the potential traffic sources which lay in the field of property movement, and immediate recognition was accorded the fundamental necessity of solving certain basic problems before growth in the field of volume air freight transportation could be realized on a sound economic basis. The design of cargo aircraft and related equipment, operational complexities, rates and tariffs, and markets were but a few of these problems. The airlines realized, moreover, that these were mutual, rather than individual problems, and decided that a single organization should be created which could develop the solutions for the benefit of all airlines that were willing to participate in the cost of conducting the necessary research.

Air Cargo, Inc., accordingly was organized as a Delaware corporation on March 14, 1941, with an authorized capital of 1,000 no-par value shares. One hundred shares were issued to each of the four original stockholders, but provisions were made whereby any other certificated air carrier could become a stockholder and participate in the results of the research program of Air Cargo, Inc. On December 13, 1942, 12 additional air carriers became stockholders; and on September 30, 1944, one more acquired stock, with the result that on this latter date every certificated domestic air carrier was a stockholder of ACI.

The war, of course, prevented the airlines from acquiring any of the new four-engine aircraft that were scheduled for delivery to them commencing in 1941; but throughout the war period

ACI continued to produce and distribute to all the airlines numerous studies in the field of air freight transportation in anticipation of the day when the stringent limitations imposed by the war on the airlines would be lifted, and an air freight program could be inaugurated.

WARTIME

The experience of the certificated airlines during World War II is a story well known to all. Their participation actually began as early as 1939 when, upon the outbreak of hostilities in Europe, transport type aircraft were acquired from the airlines for military purposes in increasing numbers. This number totaled about 45 aircraft out of a total scheduled fleet of approximately 350 aircraft. Increasing demand for air travel in 1940 and 1941 permitted the airlines to increase the number of seat-miles operated over the preceding years; but by the end of 1941, when the United States entered the war, all possibility of meeting existent demand much less developing additional traffic—vanished.

In early 1942 the Government took 175 transports then being operated by the airlines, and forced the cancellation of contracts for the delivery of another 169—most of which were four-engine type aircraft. This action reduced the fleet operated during 1942 to an average of only 183 planes, all of which were of the twin-engine type. The airlines were required by the War Department to suspend service on routes aggregating about 8,500 route-miles—or about 20 percent of the nation's total route mileage—and to reduce service on the remainder to a point where a limited number of aircraft would provide the most essential service. In addition to these measures, a passenger and cargo priority system was established to make certain that the reduced airlines capacity would be utilized only for the most essential traffic. The utter inadequacy of the then existing airline fleet to handle even the mail

and express traffic that was offered is effectively illustrated by the official figures reflecting a refusal or removal of over one-half million pounds of property in the month of December, 1943, alone and mail overloads during that same month in 1944 of over seven million pounds.

By the middle of 1944 the military services had obtained sufficient military aircraft of their own to begin slow release of aircraft previously requisitioned from the airlines. In June, 1944, the airline fleet consisted of 217 aircraft, and by June, 1945, this fleet had been increased to 388—just a few short of the number available at the outbreak of hostilities. The mail, property, and passenger load factor, however, remained at astronomical heights, and it was not until well into 1946 that available equipment began to cope with existing demand to an extent even resembling reasonable service—much less to an extent permitting the physical development of new and additional traffic.

During the time that commercial services were stringently limited in the manner described, the airlines were also being called upon to perform herculean tasks coping with the emergency demands of wartime traffic. In the early spring of 1942 all 19 airlines entered into contracts with the War or Navy Departments for the performance of a variety of services. They ferried military aircraft; they modified aircraft; they trained pilots; they engaged in the emergency movement of troops; they built airports; they established airways; they transported wounded and performed many other related air transport functions. Transport operations for the armed services by the certificated airlines during World War II totaled over four billion passenger-miles and over one billion ton-miles of cargo.

These circumstances did not permit the active promotion of any type of traffic—regardless of its long-range potential. Sales forces disappeared and management from the top to the bottom was definitely weakened by personnel demands of the military services.

After the advent of VE-Day, the restrictions on commercial air transportation not only continued but the certificated airlines were given a substantial number of C-47 aircraft for transcontinental operation in the deployment of troops. The operation known as the Transcon Project moved approximately 16,000 troops a month from the East to the West coast. This situation continued until VJ-Day. Thereafter, the demobilization of the armed forces, in addition to an abnormally high demand for commercial transpor-

tation, continued to impose a burden tantamount to that of wartime on the airlines. So great was the demand that it was well into 1946 before load factors lowered to a point which even remotely indicated that supply was catching up with demand.

POSTWAR

The task which confronted the airlines in 1946 was a major one. Management was faced with the task of coping with a pent-up passenger demand which actually exceeded six billion passenger-miles as compared with 3½ billion the preceding year, and this inundation occurred at a time when a high percentage of management personnel had just returned after four years' absence, and with sales, reservations, ground handling and other personnel, so necessary to efficient air carrier operation, enjoying seniority of but a few weeks' duration. The impossibility of purchasing many of the materials, particularly communications equipment, complicated the problem. Financing, modification, and expansion all combined to load the management of the certificated airlines with heavy responsibilities of paramount importance to the industry, the respective companies, and to the American public.

It was at this stage in the swiftly moving drama of American air transportation that the availability of war-surplus aircraft made possible for the first time the volume movement of property by air at rates reasonably compatible with the value of the service and the rates of competitive forms of transportation.

Utilizing the studies produced by ACI and their own previous experiences in the cargo transportation field, the airlines proceeded to formulate a broad-gauged, industry-wide program for the

development of air freight. The program was founded on three basic concepts: first, that a full degree of intense competition between the airlines should be preserved both in the public interest and in the interest of the airlines themselves; second, that a complete and full coordination of the freight service of each airline with that of all the other airlines and with surface carriers should be effected, so as to afford the benefits of high-speed air freight service to all communities in the United States; and third, that the airlines should cooperate in joint undertakings relating to air freight services where their mutual interests are involved and needless duplication of effort and expense could be avoided without jeopardy to the basic competitive status of the individual airlines. The complete program adopted by all the members of the Air Transport Association in 1946, included—among others—the following points:

- Publication of consolidated air cargo tariffs.
- Publication of joint rates between airline points wherever economically justified.
- Completion of through-service arrangements among the airlines, covering all aspects of the interchange of cargo traffic, and including provisions for the interchange of cargo flight equipment among airlines.
- Conclusion, at the earliest possible date, of through-service arrangements with the surface carriers so as to provide a through service for air cargo, not only between airline points, but between all points in the United States.
- The establishment of Air Cargo, Inc., as a ground-service organization, to be



Officers of Air Cargo, Inc. (left to right): Robert E. Guest, assistant treasurer, formerly with TACA; Fred M. Glass, president, formerly vice president of Capital Airlines; Jervis Langdon, Jr., vice president, experienced in both air and rail operation; and Emery F. Johnson, secretary, who formerly held the same post with the Cargo Traffic Section, Air Transport Association.

employed by the airlines as their agent for performing the following functions:

- (a) Providing, directly or by contract, pickup and delivery services at all points within the continental United States served by the airlines, and tripper services between such points and the airports through which they are served by the airlines;
- (b) Providing, directly or by contract, joint facilities and personnel for the operation of a city and/or airport cargo terminals, including refrigeration facilities, protection for valuable shipments, etc.
- (c) Providing, directly or by contract, clerical, accounting, purchasing, and other services which may be desired by the airlines in the interest of promoting maximum efficiency, eliminating unnecessary duplication of expense, and coordinating the air freight services of the airlines with one another and with the services rendered by other common carriers of property.

Efforts to effectuate this program were undertaken by the airlines immediately upon its completion, and progress made to date has exceeded even the most optimistic expectations.

Nineteen certificated airlines today are aggressively participating in the air freight business and have currently effective property tariffs. These airlines are:

American Airlines, Inc.
 Braniff Airways, Inc.
 Chicago and Southern Air Lines, Inc.
 Colonial Airlines, Inc.
 Continental Air Lines, Inc.
 Delta Air Lines, Inc.
 Eastern Air Lines, Inc.
 Inland Air Lines, Inc.
 Mid-Continent Airlines, Inc.
 Monarch Air Lines, Inc.
 National Airlines, Inc.
 Northeast Airlines, Inc.
 Northwest Airlines, Inc.
 Pennsylvania-Central Airline Corporation
 Pioneer Air Lines, Inc.
 Southwest Airways Company
 Transcontinental & Western Air, Inc.
 United Air Lines, Inc.
 Western Air Lines, Inc.

On August 1, 1947, the consolidated air freight tariff became effective. This remarkable document is unique in American transportation history in that it embraces in a single convenient booklet all the rates of all the carriers engaged in a nation-wide property transportation system. Not only does such a publication afford an immeasurable convenience to the shipping public, but it also affords the airlines with substantial economies in tariff publishing costs.

Coincident with the consolidated air freight tariff, the airlines developed a detailed interline air freight procedures agreement, which established a completely coordinated system of interline handling of air freight shipments, including billing, insurance, claims, etc. Thus, effective through service arrangements for handling air freight over the systems of all certificated airlines is now operative. The through movement of air freight is now available between any combination of over 500 cities. In addition, pickup and delivery service, including both regular and special standards of service enumerated in Point 2 of the airlines' air freight program, is available in over 2000 cities. In conjunction with these through service arrangements, over 7000 joint rates have been established and are published in the consolidated air freight tariff.

In accordance with the general concept and the specific points expressed by the air transport industry program for the development of the air freight potential, the stockholders of ACI executed new agreements rededicating the corporation as a ground service organization, nationwide in scope, charged with the responsibility of eliminating uneconomic and inefficient duplication of effort and expense on the part of all certificated airlines with respect to those operational and procedural matters which are essentially non-competitive in nature and are readily subjectible to handling through a

mutually owned and jointly managed organization.

Consistently with this action, the airlines delegated authority to ACI to act as their agent in providing, either directly or by contract, pickup and delivery, transfer, and terminal services at all points served by them. The airlines also assigned to the corporation responsibility for developing procedures for the handling of air freight, the purchasing of standard forms and supplies to be used in air freight operations, and the operation of clearing houses for the collection of shipping charges. The secretary of ACI was designated by the airlines as the publishing agent for the industry consolidated air freight tariff; and he was also given responsibility for the preparation and distribution of bulletins containing information of general interest to all carriers engaged in cargo transportation, i.e., matters relating to packaging, refrigeration, dangerous commodities, etc.

Although the agreement between the stockholders, delegating these new responsibilities to ACI was not completed until May, 1947, the corporation has already made rapid progress in executing its new responsibilities:

● Pickup and Delivery Service

As of the current date, ACI has effected, or is in the process of negotiating, pickup and delivery contracts with independent cartage operators at virtually all volume air traffic points in the United States. Because of the fact that the corporation is the representative of all the stockholder certificated airlines serving a particular point, it is able to obtain for the airlines a more extensive and dependable service at lower rates than they were able individually to negotiate. In addition, all negotiations by ACI are predicated on the use of a standard form of service contract, with the result that such matters as the standard of service, indemnity, insurance, claims, and similar

(Concluded on Page 42)



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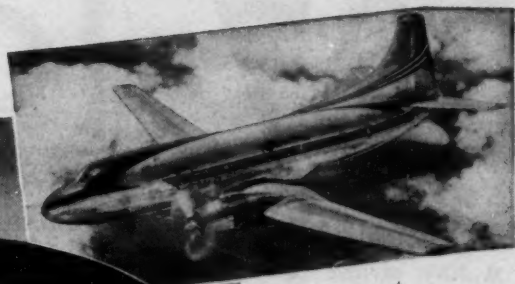
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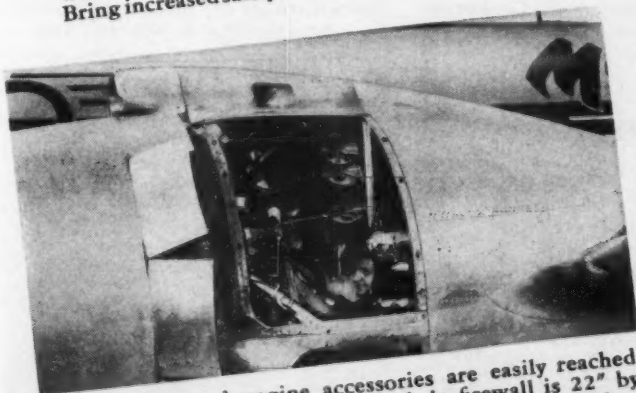
AIRWAYS



World's leading twin-engine airliner, the Martin 2-0-2, features provisions for low-cost maintenance.



Even the Martin 2-0-2's fuel cells are easily and quickly installed or removed. Tough, flexible Mareng fuel cells, an exclusive feature of the Martin 2-0-2, eliminate excessive riveting, intricate corner assemblies and troublesome metal work. Keep fuel cell maintenance costs at a minimum. Bring increased safety and dependability to the Martin 2-0-2.



Power plant and engine accessories are easily reached through large access doors. Hatch in firewall is 22" by 24"—large enough to admit a man's head and shoulders—and gives access to hydraulic reservoir, accumulators, brake cylinders, main electric disconnects and rear of instrument panel. Side opening facilitates major maintenance—saves time, cuts costs.

Easy to "Get At."

One hundred twenty servicing and maintenance access provisions. That's what makes the Martin 2-0-2 so easy to "get at." Conveniently located throughout the 2-0-2, numerous doors and hatches facilitate routine service and major overhauls . . . expedite non-scheduled repairs. Main illustration shows accesses to the prime maintenance compartments in the under-floor section of the fuselage. Each compartment contains a major maintenance location with accessories grouped according to class. Each is illuminated by built-in flood lights. Each is conveniently reached from ground-standing position. These and other built-in, time-saving features bring new, low-cost maintenance to airlines operating Martin 2-0-2's.

THE GLENN L. MARTIN CO., BALTIMORE 3, MD.

Martin

AIRCRAFT

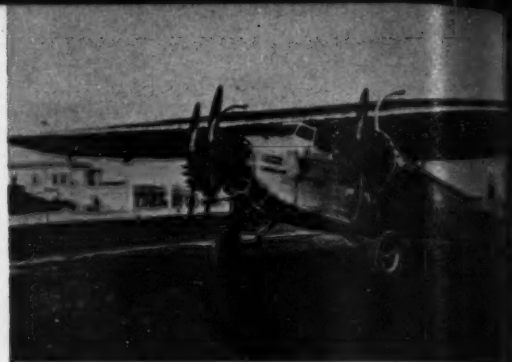
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1927-1947

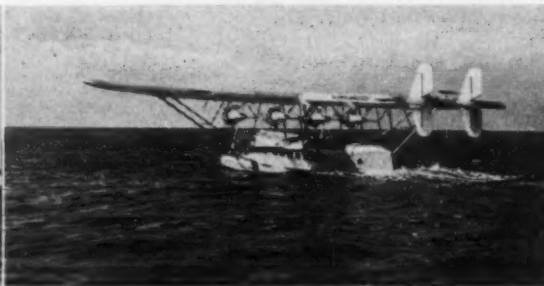
The span of 20 years has brought up Pan American World Airways from a tiny airline operating between Key West, Florida, and Havana, Cuba, to a giant organization whose 100,000 miles of routes girdle the globe and link the Americas.



IT'S HARD to believe it, but Pan American World Airways launched its career in 1927 with this type of plane, the C-2, Army version of the Fokker F-7.



BUT the twin-engined Sikorsky S-38, an amphibian carrying eight passengers at a cruising speed of 105 miles an hour came along the following year.



THEN, IN 1931, the S-40, the first four-engine plane to be used regularly in commercial air service by any American flag line. Speed, 110 mph; payload, 36 passengers.



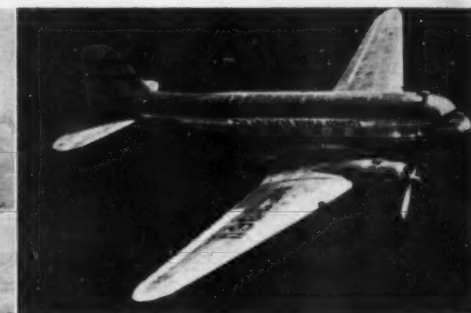
AND, IN 1934, the 32-passenger S-42 which had a gross weight of 19 tons. It was later used to survey both the Atlantic and Pacific routes for the airline.



CAME 1935 and the Martin M-130 joined Pan Am's growing fleet. Above is the China Clipper, a famous name along Pacific routes, just after delivery from Martin.



A YEAR LATER the twin-engine, 14-passenger Sikorsky S-43 came along and it was placed into service by the fast-growing airline on its Caribbean routes.



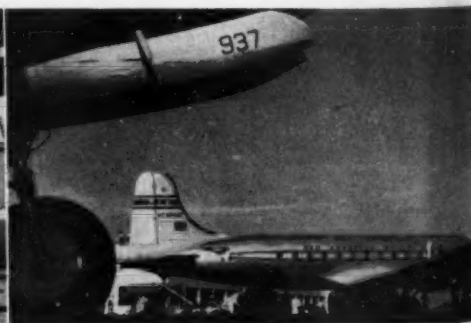
AND HARDLY another year went by before the famous Douglas DC-3, twin-engined "truck horse of the sky" took on the Pan Am insignia and American flag.



THREE BOEING 307s, first commercial four-engine landplanes, joined the airline's fleet in 1940 and soon became familiar sights along Latin American airways.



BUT WHEN the Nips struck at Pearl Harbor in 1941, Pan Am turned to helping speed the victory with its big fleet of planes and vast store of air transportation know-how.



PEACE AGAIN, with two decades under its belt, Pan American World Airways girdles the globe on schedule, and is a household name in every part of the world.

AIR--X--PRESS

ALTHOUGH orchids are not on their budgets, several comely teachers in a Mid-western business college were seen wearing the exotic blooms in class recently. And all because one of their students had a yearning for his Hawaiian homeland and his luxuriant gardens in Hilo. Impulsively he telegraphed home for a dozen orchids to be air-expressed to the school. In less than 48 hours the fragile blooms arrived and were promptly divided between the faculty's fair sex. Thus the air age and a homesick Hawaiian combined to change a time-honored custom from apples to orchids for the teacher.

★ ★ ★

AN 11-pound New Zealand rabbit belonging to a Denver fancier can lay claim to being a most consistent Air Express traveler. In the past ten months, reveals the *Denver Post*, this doe has flown more than 8400 miles by Air Express to appear in rabbit shows throughout the country. What's more, Bunny has never failed to return with a blue ribbon. The transplanted New Zealander has been exhibited all the way from Erie, Pennsylvania, to Albuquerque, New Mexico, and R.E.A. employees of the agency's Air Express Division at Denver have come to know the traveling bunny well—well enough to feed him gingerly—for this bunny is known to be a hearty and enthusiastic eater.

★ ★ ★

WHEN Myles Standish and the Pilgrim Fathers reached Plymouth Rock on the "Mayflower" in 1620, the air age was a dim dream of the future. But to Sgt. Myles Standish, now serving with MacArthur's occupation forces in Tokyo, the air age became a pleasant reality the other day when he received a birthday cake that has been air-expressed from his mother's home in Spokane, Washington. The 21-year-old descendant of one of America's earliest settlers promptly called in his buddies to sample the toothsome delicacy, flown from Spokane just two days previously . . . Now Sgt. Standish's buddies, keenly conscious of American tradition, are naturally wondering: What will Thanksgiving (and Air Express) bring to their illustrious sergeant—and his GI guys far from home?

★ ★ ★

AS the 1947 football season passes into the record books, it's high time that Air Express recorded its own small part in making the Saturday skull sessions go smoothly. Of course, Air Express speeds newsreels and other films to processing laboratories and also picks up the finished, edited prints and flies them to theatres all over the country overnight. Broadcasting and television equipment, parts and paraphernalia are often air-expressed to college and professional games, too. Then there were the flashy new—and blue—uniforms that had been promised for the University of Buffalo's opening game. With game time only 48 hours away and no uniforms in sight, a harried athletic director picked up his phone and bellowed: "Ship 'em by Air Express." The next morning at nine the new blues arrived after a 700-mile flight and were rushed to the locker rooms. The big game was only hours away . . . The coach of a California high school eleven had a similar experience, but once again Air Express service completed a long forward pass just in time.

What makes all these businesses alike?



Speed is often vital when you're exporting goods abroad. All kinds of auto parts are regularly shipped by Air Express all over the world. *Speed pays.*

Stock prospectuses must be released everywhere—simultaneously. So financial and brokerage houses use Air Express to do the job. *Speed pays.*



Delays during shooting ruin production budgets. When the motion picture industry needs parts, they get 'em fast by Air Express. *Speed pays.*

Speed pays in your business, too!

To get things done *fast*, call on Air Express. Shipments go on every flight of all Scheduled Airlines. Special pick-up and delivery service, too! Rates are *low*. For instance, 18 lbs. goes 700 miles for \$3.91.

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THE SCHEDULED AIRLINES OF THE UNITED STATES



Not very long ago, a herd of pure-bred Holstein-Friesian cattle was flown from Toronto, Canada, to Buenos Aires, Argentina—a stretch of 6,800 miles. Peter A. Bernacki & Co., Philadelphia air freight forwarding concern, which originated the air transportation of the Canadian cattle from the stock farm of Hays, Ltd., shipped them via Pan American World Airways. What happened en route is contained in the official log, which, with some minor editorial alterations, makes a rattling good story. But back of it all are the economics of the flight. Taking into account the salaries of the two attendants aboard the cargo plane and the percentage losses of cattle as the inevitable result of sea voyages, the shipment not only took but two days instead of the usual six to eight weeks, but worked out cheaper in terms of dollars and cents.

FRIDAY

11:25 a. m.—Take-off. Pilot found this a trifle shaky due to heavy load. Aircraft climbed very slowly.

12:00—Went back through aircraft and checked all cattle. (This check of the animals was repeated at short intervals throughout the flight.) The cargo space was found to be very warm. Cool air was turned on. The control for this in the DC-4 is in the roof of the cabin just behind the radio operator's space. Oakhall Supreme Ella, the cow with the calf (hereinafter referred to

as Ella) was a bit snarled up with the bulls and Ormico Re-Echo, Pietje Mercedes (Mercedes). This tangle was easily straightened out by untying the animals. The bull calf was scouring badly.

12:35 p. m.—Over Elmira, New York. Airspeed 165 mph. Altitude 7,000 feet.

2:30—About 50 miles southwest of Richmond, Virginia. Temperature in cargo space very good in center. A little too cold at after end of space and too warm at forward end due to slope of cabin and lack of individual control

of ventilators. Cattle all settled down and quiet. Heifer Mercedes discharging from left nostril. Captain of aircraft is making out his passenger list and checking passports.

3:30—Over Lumberton, New York.

4:30—Over sea. Altitude 8,000 feet. Milked Ella—about 2½ quarts. Tom Hays was worried about this cow having had a chill, but there was no sign of fever in her udder. Did not give any milk to calf. There is no way to dispose of milk except to empty it into the toilet. The cow next door to the pilot's cabin (Pet Mae) is lying down a great deal and is reluctant to get up. There is some vaginal discharge. Set up a metal post in the sockets just inside the door to keep her from blocking the door, which opens from the crew's compartment into the cargo space. The captain says we are due in about one hour and 45 minutes.

5:00—Fed a bale of hay, evenly distributed. Threw hay from crew's compartment in among the cattle in flakes, then went in among them and shook it up. Ella was quite badly tangled with the bulls. Untied and shifted them. All are eating hay. Pilot has radioed ahead for water and the air conditioning unit.

6:05—Two miles west of Sebasuan, Florida.

6:20—Six miles west of Jupiter, Florida. Have been descending for about 10 minutes.

6:40—Approaching Miami. Went back through cargo space and got all cattle on feet for landing in case they might step on one another.

7:00—Landed at Miami. The ground crew hooked on a self-propelled air conditioning unit as soon as the aircraft was parked. We are only stopping here for gas and to change crews, but Mike and I (cattle handlers) were forced to

pass through customs and immigration before I was allowed to attend to the cattle.

7:25—Cleared customs and immigration. Started to water with a long hose which reached all the way into the aircraft, and had a stopcock on the end. Worked from rear toward front of aircraft. Cows drank about two pails ($\frac{3}{4}$ full) each—some more than that. Heifer Mercedes refused water. Had not intended to allow calf to suck, but some public relations men working for Pan Am put him on the cow while I was away.

8:35—Finished watering. Four new aircraft crewmen are coming on board. Have to go back to check out of customs. Find Mike and I were not entered in customs books at all, or immigration, so really need not have reported. If we had attempted to get away without reporting, I am sure there would have been trouble.

9:00—Taxiing out for take-off the captain finds that the port navigation light is not on and that the aircraft is leaking hydraulic fluid. We taxi back in to await repairs.

9:10—Air conditioner attached again.

10:20—Still undergoing repairs. Milked Ella, but did not feed calf, since he is showing no signs of real hunger.

11:45—Airborne again for San Juan. Find that cattle get very, very warm during the interval between the disconnecting of the air conditioner and the time when the airspeed is built up after take-off to the point where the aircraft's ventilation system takes over.

SATURDAY

12:20 a. m.—Went aft to open space in tail to try for sleep on the old stretcher which is there. Air is very rough at times but the cattle seem to be taking it well.

1:00—Mike has joined me and rigged up a makeshift bunk for himself and we have two Pan Am blankets and a pillow each.

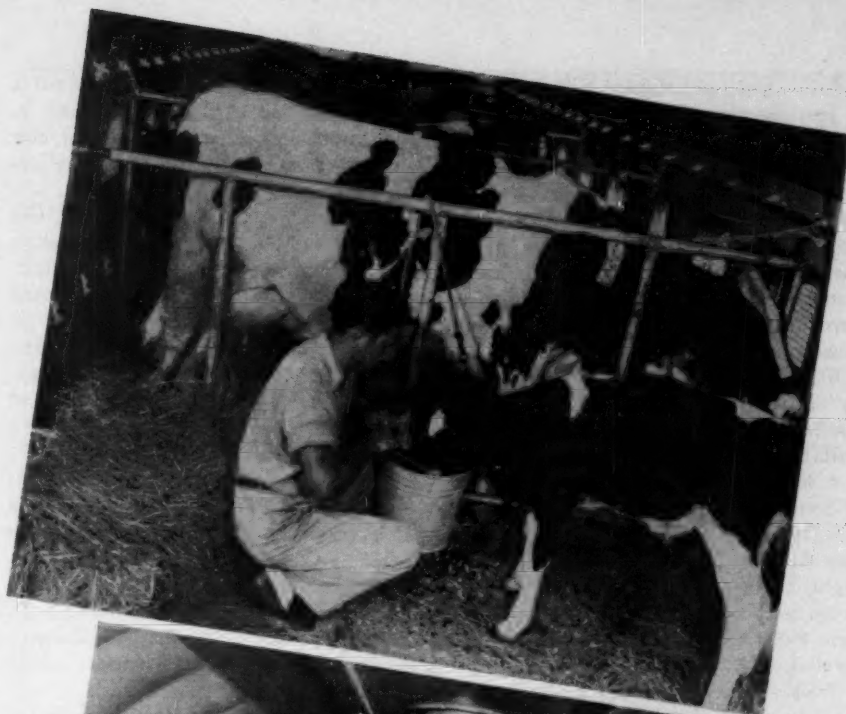
1:45—Checked cattle to make sure all right. Sleep seems impossible.

5:20—Have slept only for short intervals. Returned to crew's compartment nearly frozen and very miserable. Puerto Rico has been sighted to the starboard.

TOP PHOTO . . . The little feller is thirsty and there's a ready attendant to see that his every wish is satisfied.

CENTER . . . A plane-load of Holstein-Friesian bluebloods, on their way from Canada to some Argentina rancho.

BOTTOM . . . Mother and son quietly contemplate their unusual form of transportation, but they made the trip right pronto.



5:35—San Juan sighted ahead. Dawn is just showing.

5:45—Landed. Air conditioning unit hooked on as soon as stopped. Watering commenced, using long hose without stopcock this time. Water has to be shut off by kinking hose. Low pressure. Heifer Mercedes again refused water. Only a few cattle accepted water here, including the milch cow and those due to freshen.

6:15—Finished watering. Was shown by one of the crew of the aircraft to washroom in one of the administration buildings of the airport.

6:30—Airborne at San Juan for Port-of-Spain.

7:20—Find my watch has stopped due to not having been wound last night, so some of the times recently noted may be somewhat in error. Altitude 8,000 feet. Airspeed 165 mph indicated.

7:50—Milked Ella and allowed calf to suck for eight minutes. Her udder seems to be in good shape. Calf is not scouring so badly. Heifer Mercedes is not looking too well and is still discharging from her nose; Mae is straining a bit.

8:50—Mike and I have been taking photographs until he knocks off for breakfast.

9:45—Back to taking photos again. The water sac is showing from Mae and she appears to be in the full throes of labor.

9:50—Moved the partition over so that the other two cows in the bay could be pushed more out of the way. The feet of the calf are showing now, so put cords on them and began assisting the cow with her labor as much as seemed advisable.

9:55—Male calf born. Not much difficulty. Cow bellowed with pain in the effort of clearing the head, but once this was cleared the calf came away rapidly. Moved calf to mother's head, and placed hay under him so that shavings would not stick in his wet hair. Put rope around his neck tied with a nonslipping bowline knot and tied him

in the corner out of the way. Tied a cord to the end of the placenta and attached it to window grill behind cow in such a way that there would be lots of slack.

10:30—Landed at Port-of-Spain. Got water in to Mae. She drank $3\frac{1}{2}$ buckets ($\frac{3}{4}$ filled). She seems very comfortable. Has calf well cleaned up. Opened back doors of aircraft immediately on landing. There is no air conditioning unit here and there are no fans available. I have tied one door partly closed with a rope so that the breeze passing the fuselage is scooped into the fuselage and this is helping quite a bit. The space is fairly cool. The new calf is a sensation with the airport people here. For record purposes, if necessary, the crew of the aircraft at the time of the birth of the calf were: S. D. Freeman (captain), S. H. Blodgett, L. A. Penn, and N. C. Thomas—all of Pan Am and based at Miami.

12:00—Airborne at Port-of-Spain for Belem. Brought new calf into crew's compartment during take-off so he would not be stepped on.

12:35 p. m.—Tried to get new calf to suck, but with only slight success. Mae has very distended udder and teats with milk leaking from right rear quarter. Tied calf again at front of mother. It is quite impossible to move him to the back of the aircraft because of the difficulty of getting past all the other cattle.

12:55—Milked Ella and fed the big calf, or, rather, allowed him to suck.

1:40—The whole of the placenta has now come away from Mae and everything seems quite normal. Took it to the back of the aircraft and put hay over it until I can get rid of it.

2:00—Tried new calf again at sucking while Mike took pix. The calf got a little more milk this time, but still not much. I milked away just a little by hand from all four quarters to relieve the great pressure, which seemed to be causing her considerable pain.

2:30—Managed to get a little food out of stuff put on board at Port-of-

Spain. The crew had a full meal in the dining room there, so nothing was brought on board for Mike and I.

3:15—Was able to get a few minutes sleep lying in the corner.

6:00—Woke after again sleeping very fitfully.

6:20—Have fed a bale of hay. All the cattle appear to be eating normally.

6:50—Landed Belem. Here they have no running water. Watered cattle by bringing water in small tank and pumping by hand through hose into aircraft. The pumping is done by ground crew and one crew member assisted me in the aircraft. Started to water at 7:05.

8:10—Finished watering. Ground crew were all very helpful, but all speak Portuguese. They have an air conditioning unit here but have not connected it. They claim it will not run and that the connection would not fit, even if it would run. Tried to get small calf to suck again, but I found it of little use, though he got some milk.

8:30—New captain of aircraft has come to say that there is trouble with the DAC (Diretoria de Aeronautica Civil) about clearance for the aircraft, which has been cleared for cargo through Brazil, but not for passengers. Mike and I, incidentally, have had to go through immigration and customs here. Our cameras have been sealed and impounded and will be released to the captain when we take off. The air conditioning unit has been connected. Oddly enough it runs all right and the connection fits perfectly! It being night here, however, the air is fairly cool. The new crew of the aircraft have returned home to sleep until take-off time.

11:30—Have fed big calf and milked the mother out. He is scouring again. Mike is snatching some sleep on a stretcher on the tarmac.

12:00—Taking over Mike's stretcher to try for a nap.

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SUNDAY

2:15 a. m.—Airborne Belem for Rio. One of the cows broke her halter just before take-off and I just got it mended in time.

4:25—Partitioning gate by the young bulls has been giving trouble by coming apart. Lashed it so that it could not give any more trouble. A number of the gates have come unsnapped at the bottom, but this doesn't seem to do any harm, so I have not tried to snap them up again. Am going to try to get a bit of rest lying on the floor of the crew's compartment.

7:20—Woke again feeling stiff, cold, and very miserable.

7:40—Breakfast (so-called).

8:05—Number 2 engine suddenly backfired several times and lost nearly all its oil. Began to smoke badly. Captain feathered propeller and shut off engine. He said he will try to make it to Rio anyhow, and that we should do it in about 2½ hours. We are now over the wildest part of the Brazilian jungle.

8:50—Asked captain to radio ahead for air conditioner, water hose, and a veterinary to look at the udder of Mae and to examine heifer Mercedes. Captain says I shall have to pay for veterinary service myself. I told him to ask anyhow.

9:05—Put new calf to suck again. This time he found teats on his own for the first time.

9:25—He has finished sucking. I coaxed him to work on all four quarters of his mother's udder so he has relieved the pressure considerably. It has been necessary for me to take a little more milk from her, however.

10:10—Have milked Ella and put milk in the tollet. Gave none to the calf and did not let him suck. He is scouring again. Tried to distribute the bedding better under the cattle.

10:30—Over Barbacena.

11:00—Landed Galeao field at Rio de Janeiro.

11:15—Mechanic says must have complete engine change in No. 2. Apparently a valve broke and dropped into the cylinder head onto the piston which promptly drove it up against the cylinder head and split the cylinder open like a baked potato. The engine change is sure to keep us here until tomorrow.

11:30—Watering cattle. This field has a hose which will reach right into the fuselage, but the water has to be shut off by kinking the hose. Some time of the day the water is shut off from the civilian outlets at this field by the army, which uses the same field and most of the hangars. Fortunately it

(Concluded on Page 34)

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THE GLOBAL TICKER

AUSTRALIA

Qantas Empire Airways has effected reductions in air freight rates of nearly 40 percent on its 12,000-mile Sydney-London service. The new rates were introduced in conjunction with BOAC's, so that they apply both ways. A typical example of the freight charge cut is the current rate of \$2.16 per kilogram (2.2 pounds) on the Sydney-Singapore leg, as compared with the old one of \$3.45.

Qantas' new air freight office is situated at 13 Bridge Street, Sydney, and is described as "Australia's most up-to-date" one. Next month, Speedpak-equipped Constellations will join the airline's fleet.

One of Australia's newest airlines is Barrier Reef Airways, which has inaugurated flying boat service between Brisbane and Heron Island, Great Barrier Reef. Heading the line are Stewart C. Middlemiss of Melbourne, and Captain Paul Poulson, a former Danish sea captain. Three Catalinas comprise the fleet.

BRITAIN

Gee coverage (a British radar system by which a pilot can tell his exact position irrespective of flying conditions) will be provided for British European Airways' Scottish and North Ireland routes by next Summer. The siting of this chain will be extended to Northern Europe.

BEA reports that only three of its services—to Athens, Berlin, and Vienna—are

restricted by the Priorities Board. Control over seats on flights to Rome, Ankara, and Gibraltar have been lifted.

British South American Airways Corporation's subsidiary, British International Air Lines, Ltd., has taken over all the assets of British West Indian Airways, Ltd. The new company will carry on BWIA's business pending the formation of a new company to be registered in Trinidad. The board will consist of local as well as United Kingdom directors. General manager of BIAL is Lieutenant Commander Alexander Dalrymple Stewart Murray. He is a former area manager in the Far East for BOAC.

CANADA

Gilbert Perier, president of the Administrative Council of the Belgian airline, Sabena, is the new president of the International Air Transport Association. He will head the 1948 general meeting which will be held in Brussels during the late Summer.

The IATA's third annual meeting, which took place at Quitandinha, near Rio de Janeiro, saw the election of six executives of Chinese, French, South African, Swedish and United States airlines to the 12-man Executive Committee. Named to three-year terms were Per A. Norlin, president of Swedish Intercontinental Airlines, and Rene Briand, deputy director general of Air France, who were reelected; Croil Hunter, president of Northwest Airlines;



Gilbert Perier
IATA's new president

and John C. Leslie, vice president of Pan American World Airways. Colonel C. Y. Liu, president of China National Aviation Corporation, and Major General C. J. Venter, president of South African Airways, were named to the shorter unexpired terms of Dr. Hassan Sadek Pasha, Misr Airlines, and General T. H. Shen, CNAC.

Following is the make-up of the Financial, Technical, and Traffic Committees:

(Concluded on Page 33)



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[REG. U. S. PAT. OFF.]

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GATEWAY SYMBOLS

Am—Anchorage	Los—Los Angeles
Ba—Bangor, Me.	La—Laredo
Br—Brownsville, Tex.	Mia—Miami
Bw—Boston, Mass.	Min—Minneapolis-St. Paul
Cc—Corpus Christi, Tex.	Mo—New Orleans
Ch—Chicago	Nyk—New York
Cub—Cuba	Ph—Philadelphia
Da—Dallas	San—San Antonio
El—El Paso	San—San Francisco
Fv—Fort Worth	Se—San Diego
Gr—Grand Forks, N. D.	Sea—Seattle
Hu—Houston	Tam—Tampa
Jg—Jackson, Va.	Wa—Washington, D. C.

International Air Express is subject to two charges: one a charge per pound weight or measurement at carrier's option (300 cu. in. to the pound of weight), the other a charge per \$100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges apart. International air carriers whose schedules and rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas Airlines
B—British Airways
BO—British Overseas Airways Corp.
C—Colonial Air Lines
CS—Chicago & Southern Air Lines
EA—Express Aereo Inter-American
K—KLM-Royal Dutch Airlines
N—National Airlines
NE—Northwest Airlines
NW—Northwest Airlines
P—Pan American Airways System and affiliates
PH—Philippine Air Lines
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SS—Scandinavian Airlines System
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TW—Transcontinental & Western Air
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"	Hu P	1.70	43	M, Th, F	10
"	Co P	1.74	43	M, Th, F	10
"	Bro P	1.00	43	M, Th, F	10
"	Leg P	1.71	43	M, Th, F	10
Bayamo, Cuba	Mia P	1.00	43	Twice Dly	10
Belem, Brazil	Mia P	1.00	43	Twice Dly	10
"	Nyk P	1.03	43	Twice Dly	10
"	MinTA	1.00	43	Frequently	10
"	No P	1.23	43	Dly	10
"	Bro P	1.20	43	Dly	10
"	Leg P	1.24	43	Dly	10
"	Hu P	1.23	43	Dly	10
"	Co P	1.23	43	Dly	10
Belem, Br. Hand.	MiaTA	1.00	43	T.F.	10
"	NoTA	1.00	43	T.F.	10
Belo Horizonte, Brazil	Mia P	1.44	43	Dly	10
"	Nyk P	1.44	43	Dly	10
"	No P	1.44	43	Dly	10
"	Bro P	1.44	43	Dly	10
"	Leg P	1.44	43	Dly	10
"	Hu P	1.77	43	Dly	10
"	Co P	1.73	43	Dly	10
Blumenau, Bra.	NoTA	1.00	43	T.F.	10
"	MiaTA	1.00	43	T.F.	10
Blunfield, Nicaragua	MiaTA	1.00	43	T.F.	10
"	NoTA	1.00	43	T.F.	10
Bogota, Colombia	Mia P	1.00	43	Twice Dly	10
"	No P	1.00	43	Dly	10
"	Bro P	1.11	43	Dly	10
"	Leg P	1.38	43	Dly	10
"	Hu P	1.19	43	Dly	10
"	Co P	1.14	43	Dly	10
Bonair, N. W. L.	via Curaçao, N.W.L.				
"	Mia K	1.44	43	Dly	10
Bonanza, Nicaragua	MiaTA	1.00	43	T.F.	10
"	NoTA	1.00	43	T.F.	10
Buenaventura, Colombia	Mia P	1.00	43	Sa, W, F	10
"	No P	1.12	43	Sa, M, Th, F	10
"	Bro P	1.20	43	Sa, M, Th, F	10
"	Leg P	1.48	43	Sa, W, Th, F	10
"	Hu P	1.28	43	Sa, M, Th, F	10
"	Co P	1.23	43	Sa, M, Th, F	10
Buenaventura, Col.	Mia P	1.00	43	T.F.	10
"	No P	1.19	43	F	10
"	Bro P	1.20	43	F	10
"	Leg P	1.48	43	Th	10
"	Hu P	1.28	43	F	10
"	Co P	1.23	43	F	10
Buenos Aires, Argentina	Mia P	1.44	43	Twice Dly	10
"	Nyk P	1.04	43	Twice Dly	10
"	No P	1.02	43	Dly	10
"	Bro P	1.05	43	Dly	10
"	Leg P	1.35	43	Dly	10
"	Hu P	1.73	43	Dly	10
"	Co P	1.60	43	Dly	10
Buenos Aires, Costa Rica	NoTA	1.00	43	T.F.	10
"	MiaTA	1.00	43	W, Sa	10
Calabarzon, Cuba	Mia P	1.10	43	Dly	10
Call, Colombia	Mia P	1.10	43	Dly	10
"	No P	1.04	43	Dly	10
"	Bro P	1.07	43	Dly	10
"	Leg P	1.34	43	Dly	10
"	Hu P	1.05	43	Dly	10
"	Co P	1.00	43	Dly	10
Camaguey, Cuba	Mia P	1.12	43	Five Dly	08
Campeche, Mexico	Mia P	1.10	43	Dly	05
"	No P	1.05	43	Dly	05
"	Bro P	1.09	43	Dly	05
"	Leg P	1.34	43	Dly	05
"	Hu P	1.07	43	Dly	05
"	Co P	1.02	43	Dly	05
Campe Grande, Brazil	Mia P	1.43	43	Sa, W, Sa	10
"	Nyk P	1.75	43	T.F.	10
"	No P	1.41	43	M, Th, F	10
"	Bro P	1.60	43	Sa, M, Th, F	10
"	Leg P	2.15	43	Sa, W, Th	10
"	Hu P	1.68	43	M, Th, F	10
"	Co P	1.60	43	M, Th, F	10
Canavieiras, Brazil	Mia P	1.25	43	Twice Dly	10
"	Nyk P	1.00	43	Twice Dly	10
"	No P	1.46	43	Th	10
"	Bro P	1.60	43	Th	10
"	Leg P	1.90	43	Th	10
"	Hu P	1.77	43	Th	10
"	Co P	1.73	43	Th	10
Cancun, Yucatan (So. Le Ona)					
Canavieiras, Brazil	Mia P	1.25	43	T, W, F, Sa	10
"	Nyk P	1.00	43	Sa, M, W, Th, F	10
"	Bro P	1.25	43	Sa, M, W, Th, F	10
"	Leg P	2.00	43	Sa, M, W, Th, F	10
"	Hu P	1.81	43	Sa, T, Th	10
"	Co P	1.78	43	Sa, T, Th	10
Canavieiras, Honduras	NoTA	1.00	43	T.F.	10
"	MiaTA	1.00	43	W, Sa	10

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value		

NOTE: For pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost \$1 or 38 lbs. 94. Average cost per lb., 16¢. Valuation rates are only due if consignments are shipped with declared value. The valuation charge shown for AA and AOA is only applicable on shipments with a valuation of over \$7.71 per pound. For further information, contact AA or AOA. It is suggested that those having shipments 100 pounds and over contact the carrier for special rates. * British Overseas Airways Corp. carries from Freetown, Ireland, to destinations in England, Scotland, and Wales. ** Transportation to those points involves onward carriage from terminals of U. S. airlines by European airlines. † Canadian air express is carried on the same basis as air express within the U. S.: \$20 declared value free; excess charged at 39 cents per \$100 or fraction thereof.

LATIN AMERICAN ROUTES

(Mail rate to points in Mexico is on a 1-curve basis.)

Altamira, Costa Rica	NoTA	1.00	43	T.F.	10
"	MiaTA	1.00	43	W, Sa	10
Anafi, Colombia	Mia P	1.15	43	Dly	10
"	Bro P	1.11	43	Dly	10
"	No P	1.11	43	Dly	10
"	Leg P	1.44	43	Dly	10
"	Hu P	1.23	43	Dly	10
"	Co P	1.18	43	Dly	10
Andagoya, Colombia	Mia P	1.13	43	Dly	10
"	No P	1.13	43	Dly	10
"	Bro P	1.13	43	Dly	10
"	Leg P	1.42	43	Dly	10
"	Hu P	1.23	43	Dly	10
"	Co P	1.18	43	Dly	10
Antigua, B.W.L.	Mia P	1.05	43	Dly	10
"	Nyk P	1.00	43	Dly	10
"	No P	1.00	43	Dly	10
"	Bro P	1.10	43	Dly	10
"	Leg P	1.35	43	Dly	10
"	Hu P	1.18	43	Dly	10
"	Co P	1.13	43	Dly	10
Astilla, Cuba	Mia P	1.30	43	Dly	08
Antofagasta, Chile	Mia P	1.26	43	Dly	10
"	No P	1.34	43	Dly	10
"	Bro P	1.34	43	Dly	10
"	Leg P	1.56	43	Dly	10
"	Hu P	1.42	43	Dly	10
"	Co P	1.37	43	Dly	10
Any Destination in Colombia other than those named herein	Hu P	1.25	43	Dly	10
"	Co P	1.23	43	Dly	10
"	No P	1.18	43	Dly	10
"	Bro P	1.20	43	Dly	10
"	Mia P	1.22	43	Dly	10
"	Leg P	1.49	43	Dly	10
Aracaju, Brazil	Mia P	1.25	43	Dly	10
"	Nyk P	1.55	43	Dly	10
"	No P	1.33	43	Dly	10
"	Bro P	1.60	43	Dly	10
"	Leg P	1.90	43	Dly	10
"	Hu P	1.68	43	Dly	10
"	Co P	1.63	43	Dly	10
Arequipa, Peru	Mia P	1.10	43	Dly	10
"	No P	1.26	43	Dly	10
"	Bro P	1.26	43	Dly	10
"	Leg P	1.81	43	Dly	10

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Arequipa, (cont'd)	Hu P	1.34	43	Dly	10
"	Co P	1.20	43	Dly	10
Arica, Chile	Mia P	1.19	43	Dly	10
"	No P	1.26	43	Dly	10
"	Bro P	1.26	43	Dly	10
"	Leg P	1.53	43	Dly	10
"	Hu P	1.34	43	Dly	10
"	Co P	1.20	43	Dly	10
Aruba, N. W. L.	via Curaçao, N.W.L.				
"	Mia K	1.41	43	Dly	10
Asuncion, Paraguay	Mia P	1.53	43	Dly	10
"	Nyk P	1.77	43	Dly	10
"	No P	1.75	43	Dly	10
"	Bro P	1.86	43	Dly	10
"	Leg P	2.10	43	Dly	10
"	Hu P	1.94	43	Dly	10
"	Co P	1.80	43	Dly	10
Ayapel, Colombia	Mia P	1.04	43	T, Th	10
"	No P	1.04	43	M, F	10
"	Bro P	1.14	43	M, F	10
"	Leg P	1.41	43	Sa, Th	10
"	Hu P	1.22	43	M, F	10
"	Co P	1.17	43	M, F	10
Bahia, Brazil	No P	1.54	43		10
"	Bro P	1.54	43		10
"	Nyk P	1.58	43		10
"	Mia P	1.28	43		10
"	Hu P	1.56	43		10
"	Co P	1.67	43		10
"	Leg P	1.94	43		10
Bahia, C. E. (Passage City)	Hu P	1.74	43	Dly	10
"	Co P	1.70	43	Dly	10
"	No P	1.67	43	Dly	10
"	Mia P	1.70	43	Dly	10
"	NoTA	1.00	43	T.F.	10
"	MiaTA	1.00	43	W, Sa	10
Bahia, Canal Zone	Mia P	1.30	43	Dly	10
"	MiaTA	1.00	43	W, Sa	10
"	No P	1.64	43	Dly	10
"	NoTA	1.00	43	T.F.	10
"	Bro P	1.66	43	Twice Dly	10
"	Leg P	1.16	43	Dly	10
"	Hu P	1.74	43	Twice Dly	10
"	Co P	1.70	43	Dly	10
Baracoa, Cuba	Mia P	1.23	43	Dly	08
Barcelona, Venezuela	Mia P	1.33	43	Dly	10
"	Nyk P	1.78	43	Dly	10
"	No P	1.63	43	Dly	10
"	Bro P	1.84	43	Dly	10
"	Leg P	1.38	43	Dly	10
"	Hu P	1.02	43	Dly	10
"	Co P	1.07	43	Dly	10
Barranca, Barranca, Col.	Mia P	1.00	43	Sa, T, W, F, Sa	10
"	No P	1.12	43	Sa, M, Th, F	10
"	Bro P	1.20	43	Sa, M, Th, F	10
"	Leg P	1.49	43	Sa, W, Th, F	10
"	Hu P	1.28	43	Sa, M, Th, F	10
"	Co P	1.23	43	Sa, M, Th, F	10
Barranquilla, Colombia	Mia K	1.53	43	M, F	10
"	Mia P	1.36	43	Dly	10
"	Bro P	1.73	43	Dly	10
"	No P	1.74	43	Dly	10
"	Leg P	1.23	43	Dly	10
"	Hu P	1.84	43	Dly	10
"	Co P	1.78	43	Dly	10

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Catmon, Colombia...	Mia P	.47	.32	Dly	.10	Curacao, N.W.I.	Mia P	.42	.32	Dly	.10	Ipiales, Colombia...	Mia P	.73	.32	Dly	.10
"	No P	.95	.32	Dly	.10	"	Nyk P	.73	.32	Dly	.10	"	No P	1.12	.43	Dly	.10
"	Bro P	1.05	.32	Dly	.10	"	Bro P	.93	.32	Dly	.10	"	Bro P	1.15	.43	Dly	.10
"	Lga P	1.32	.43	Dly	.10	"	Lga P	.94	.43	Dly	.10	"	Lga P	1.23	.43	Dly	.10
"	Hu P	1.13	.43	Dly	.10	"	Hu P	1.33	.43	Dly	.10	"	Hu P	1.23	.43	Dly	.10
"	Ce P	1.08	.43	Dly	.10	"	Ce P	1.44	.43	Dly	.10	"	Ce P	1.15	.43	Dly	.10
Cartago, Colombia...	Mia P	.64	.32	Dly	.10	Curitiba, Brazil...	Mia P	1.02	.43	Dly	.10	Itapex, Mexico...	Mia P	.68	.32	M.T.W.Th.	.10
"	No P	1.05	.32	Dly	.10	"	No P	.97	.43	Dly	.10	"	No P	.64	.32	Sa.T.W.Th.	.10
"	Bro P	1.05	.32	Dly	.10	"	Bro P	1.46	.43	T.Sa.W	.10	"	Bro P	.36	.17	Sa.T.W.Th.	.10
"	Lga P	1.32	.43	Dly	.10	"	Lga P	1.63	.43	Sa.T.W	.10	"	Lga P	.31	.33	Sa.T.W.Th.	.10
"	Hu P	1.14	.43	Dly	.10	"	Hu P	1.80	.43	Dly exs. T	.10	"	Hu P	.44	.17	Sa.T.W.Th.	.10
"	Ce P	1.09	.43	Dly	.10	"	Ce P	1.75	.43	Dly exs. T	.10	"	Ce P	.39	.17	Sa.T.W.Th.	.10
Cayenne, Fr. Guiana...	Mia P	.78	.32	Dly	.10	David, Panama...	Mia P	2.06	.43	Dly exs. W	.10	José Puma (Cabadillo)...	Mia P	1.25	.43	Sa.T.W.Th.	.10
"	No P	.92	.43	Dly	.10	"	No P	1.83	.43	Dly	.10	"	No P	1.47	.43	Sa.T.W.Th.	.10
"	Bro P	1.18	.43	Dly	.10	"	Bro P	1.78	.43	Dly	.10	"	Bro P	1.55	.43	Sa.T.W.Th.	.10
"	Lga P	1.20	.43	Dly	.10	"	Lga P	.60	.32	Dly	.10	"	Lga P	1.55	.43	Sa.T.W.Th.	.10
"	Hu P	1.51	.43	Dly	.10	"	Hu P	.63	.32	Dly	.10	"	Hu P	1.63	.43	Sa.T.W.Th.	.10
"	Ce P	1.28	.43	Dly	.10	"	Ce P	.63	.32	Dly	.10	"	Ce P	1.56	.43	Sa.T.W.Th.	.10
Cayo Mambi, Cuba...	Mia P	.22	.10	Dly	.08	Dulce Nombre, Hon.	No TA	.49	W.Sa	.10	Juticalpa, Honduras...	No TA	.47	T.F	W.Sa	.10	
Chetumal, Mexico...	Mia P	.45	.17	M.W.F	.05	"	Mia P	.52	W.Sa	.10	"	Mia P	.50	W.Sa	W.Sa	.10	
"	No P	.45	.17	M.W.F	.05	El Bano, Colombia...	No P	.53	M.W.Sa	.10	"	No P	.50	W.Sa	W.Sa	.10	
"	Bro P	.55	.32	Sa.T.Th	.05	"	Bro P	1.04	.32	Sa.M.F	.10	"	Bro P	.30	.17	Dly	.10
"	Lga P	.92	.32	Sa.T.Th	.05	"	Lga P	1.14	.43	Sa.M.F	.10	"	Lga P	.20	.17	Dly	.10
"	Hu P	.63	.32	Sa.T.Th	.05	"	Hu P	1.41	.43	Sa.T.Ha	.10	"	Hu P	.20	.17	Dly	.10
"	Ce P	.68	.32	Sa.T.Th	.05	"	Ce P	1.22	.43	Sa.M.F	.10	"	Ce P	.23	.17	Dly	.10
Chilayo, Peru...	Mia P	.94	.32	Dly	.10	Emmeraldas, Ecuador...	Mia P	1.17	.43	Sa.M.F	.10	La Ceiba, Honduras...	Mia P	.83	W.Sa	W.Sa	.10
"	No P	1.14	.43	Dly	.10	"	No P	.93	.32	Sa.T.Ha	.10	"	No TA	.47	T.F	W.Sa	.10
"	Bro P	1.17	.43	Dly	.10	"	Bro P	1.11	.43	W.Sa	.10	"	Mia P	.47	.32	Sa.T.F	.10
"	Lga P	1.40	.43	Dly	.10	"	Lga P	1.41	.43	W.Sa	.10	"	No P	1.09	.43	Sa.M.F	.10
"	Hu P	1.25	.43	Dly	.10	"	Hu P	1.38	.43	T.F	.10	"	Bro P	1.19	.43	Sa.M.F	.10
"	Ce P	1.20	.43	Dly	.10	"	Ce P	1.19	.43	W.Sa	.10	"	Lga P	1.48	.43	Sa.T.Ha	.10
Choluteca, Honduras...	No TA	.46	T.F	.10	"	"	No TA	.46	T.F	.10	"	Ce P	1.27	.43	Sa.M.F	.10	
"	Mia P	.49	W.Sa	.10	"	Esquis, Honduras...	Mia P	.49	W.Sa	.10	"	Ce P	1.22	.43	Sa.M.F	.10	
Cienega, Colombia...	Mia P	.47	.32	Dly	.10	"	No TA	.46	T.F	.10	"	Mia P	.47	.32	Dly	.10	
"	No P	.95	.32	Dly	.10	"	Bro P	1.11	.43	W.Sa	.10	"	No P	.47	.32	Dly	.10
"	Bro P	1.05	.32	Dly	.10	"	Lga P	1.38	.43	T.F	.10	"	Bro P	.77	.32	Dly	.10
"	Lga P	1.32	.43	Dly	.10	"	Hu P	1.49	.43	W.Sa	.10	"	Lga P	.77	.32	Dly	.10
"	Hu P	1.13	.43	Dly	.10	"	Ce P	1.14	.43	W.Sa	.10	"	No P	.29	.32	Dly	.10
"	Ce P	1.08	.43	Dly	.10	Floriano, Brazil...	Mia P	1.43	.43	W.Sa	.10	"	Bro P	.29	.32	Dly	.10
Cienfuegos, Cuba...	Mia P	.12	.10	Dly	.08	"	No P	1.64	.43	M.W	.10	"	Lga P	.29	.32	Dly	.10
C. del Carmen, Mexico...	No P	.41	.17	Twice Dly	.05	"	Bro P	1.78	.43	S.T.Ha	.10	"	Bro P	.29	.32	Dly	.10
"	Bro P	.44	.17	Dly	.05	"	Lga P	2.08	.43	M.W	.10	"	Lga P	1.20	.43	Dly	.10
"	Lga P	.85	.32	Dly	.05	"	Hu P	1.87	.43	M.W	.10	"	Hu P	.98	.43	Dly	.10
"	Hu P	.82	.32	Dly	.05	"	Ce P	1.82	.43	M.W	.10	"	Ce P	.93	.43	Dly	.10
"	Ce P	.47	.32	Dly	.05	Fortaleza, Brazil (Coara)	Mia P	1.23	.43	Dly	.10	"	No TA	.50	T.F	W.Sa	.10
Ciudad Trujillo, D. R.	Mia P	.31	.17	Twice Dly	.10	"	No P	1.44	.43	Dly	.10	"	Mia P	.53	W.Sa	W.Sa	.10
"	No P	.31	.17	T	.10	"	Bro P	1.61	.43	Dly	.10	"	No P	1.22	.43	M.T.W.F.Sa	.10
"	Lga P	.53	.32	Dly	.10	"	Lga P	1.73	.43	Dly	.10	"	Bro P	1.20	.43	M.T.W.F.Sa	.10
"	Hu P	.31	.17	T	.10	"	Hu P	1.80	.43	Dly	.10	"	Lga P	1.54	.43	Sa.M.W.Th.	.10
Ciudad Victoria, Tamps.	Mia P	.30	.17	Dly	.05	"	Ce P	1.54	.43	Dly	.10	"	Hu P	1.38	.43	Dly	.10
"	No P	.30	.17	Dly	.05	Gamara, Colombia...	Mia P	.60	.32	M.W.Sa	.10	"	Ce P	1.38	.43	Dly	.10
"	Bro P	.18	.15	Dly	.05	"	No P	1.12	.43	Sa.M.F	.10	"	No TA	.46	T.F	W.Sa	.10
"	Lga P	.23	.17	Dly	.05	"	Bro P	1.30	.43	Sa.M.F	.10	"	Mia P	.49	W.Sa	W.Sa	.10
"	Hu P	.20	.15	Dly	.05	"	Lga P	1.49	.43	Sa.T.Ha	.10	"	No TA	.47	T.F	W.Sa	.10
"	Ce P	.23	.15	Dly	.05	"	Hu P	1.28	.43	Sa.M.F	.10	"	Mia P	.50	W.Sa	W.Sa	.10
Cochabamba, Bolivia...	Mia P	1.26	.43	M.W.Sa	.10	"	Ce P	1.23	.43	Sa.M.F	.10	"	No TA	.47	T.F	W.Sa	.10
"	No P	1.35	.43	Sa.T.F	.10	Georgetown, British	Mia P	.68	.32	Dly	.10	"	Mia P	.50	W.Sa	W.Sa	.10
"	Bro P	1.35	.43	Sa.T.F	.10	Guiana...	Nyk P	.80	.32	Dly	.10	"	No P	.45	T.F	W.Sa	.10
"	Lga P	1.56	.43	M.T.Ha	.10	"	No P	1.03	.43	Dly	.10	"	Mia P	.48	W.Sa	W.Sa	.10
"	Hu P	1.43	.43	Sa.T.F	.10	"	Bro P	1.00	.43	Dly	.10	"	No TA	.57	T.F	W.Sa	.10
"	Ce P	1.38	.43	Sa.T.F	.10	"	Lga P	1.48	.43	Dly	.10	"	Mia P	.53	W.Sa	W.Sa	.10
Colombia. Any Destination other than those named herein.	Hu P	1.28	.43	Dly	.10	"	Hu P	1.17	.43	Dly	.10	"	No TA	.56	T.F	W.Sa	.10
"	Ce P	1.23	.43	Dly	.10	"	Ce P	1.13	.43	Dly	.10	"	Mia P	.52	W.Sa	W.Sa	.10
"	No P	1.18	.43	Dly	.10	Golfo, Costa Rica...	Mia P	.54	W.Sa	.10	"	No TA	.58	T.F	W.Sa	.10	
"	Bro P	1.20	.43	Dly	.10	"	No TA	.53	T.F	.10	"	Mia P	.54	W.Sa	W.Sa	.10	
"	Mia P	.72	.32	Dly	.10	Gracias, Honduras...	No TA	.48	T.F	.10	"	Mia P	.54	W.Sa	W.Sa	.10	
"	Lga P	1.49	.43	Dly	.10	"	Mia P	.51	W.Sa	.10	"	No TA	.53	T.F	W.Sa	.10	
Comayagua, Honduras...	No TA	.46	T.F	.10	"	Guadalajara, Mexico...	Bro P	.37	.17	Dly	.05	"	Mia P	.53	W.Sa	W.Sa	.10
"	Mia P	.49	W.Sa	.10	"	"	Lga P	.59	.27	Dly	.05	"	No TA	.56	T.F	W.Sa	.10
Concepcion, Bolivia...	Mia P	1.31	.43	F	.10	"	Hu P	.45	.17	Dly	.05	"	Mia P	.52	W.Sa	W.Sa	.10
"	No P	1.45	.43	F	.10	"	Ce P	.40	.17	Dly	.05	"	No TA	.57	T.F	W.Sa	.10
"	Bro P	1.45	.43	F	.10	Guantanamo, Cuba...	Mia P	.30	.10	Twice Dly	.05	"	Mia P	.54	W.Sa	W.Sa	.10
"	Lga P	1.82	.43	F	.10	"	No P	.70	.32	T	.10	"	No TA	.57	T.F	W.Sa	.10
"	Hu P	1.53	.43	F	.10	Guapi, Colombia...	Mia P	1.10	.43	F	.10	"	Mia P	.58	W.Sa	W.Sa	.10
"	Ce P	1.48	.43	F	.10	"	Bro P	1.13	.43	F	.10	"	No TA	.57	T.F	W.Sa	.10
Corrientes, Argentina...	Mia P	1.46	.43	Dly	.10	"	Lga P	1.40	.43	F	.10	"	Mia P	.58	W.Sa	W.Sa	.10
"	No P	1.55	.43	Dly	.10	"	Hu P	1.21	.43	F	.10	"	No TA	.58	T.F	W.Sa	.10
"	Bro P	1.55	.43	Dly	.10	"	Ce P	1.15	.43	F	.10	"	Mia P	.54	W.Sa	W.Sa	.10
"	Lga P	1.85	.43	Dly	.10	Guatemala City, Gua.	Mia P	.39	.32	Dly	.10	"	No TA	.58	T.F	W.Sa	.10
"	Hu P	1.64	.43	Dly	.10	"	Mia P	.39	W.Sa	.10	"	Mia P	.54	W.Sa	W.Sa	.10	
"	Ce P	1.59	.43	Dly	.10	"	No TA	.39	T.F	.10	"	No P	.48	.32	Twice Dly	.10	
Cora, Venezuela...	Mia P	.48	.32	Dly	.10	"	Bro P	.36	.32	Twice Dly	.10	"	Bro P	.48	.32	Twice Dly	.10
"	No P	.64	.32	Dly	.10	"	Lga P	.37	.32	Twice Dly	.10	"	Lga P	.48	.32	Twice Dly	.10
"	Bro P	.65	.32	Dly	.10	"	Hu P	.45	.32	Dly	.10	"	Hu P	.48	.32	Twice Dly	.10
"	Lga P	1.30	.43	Dly	.10	"	Ce P	.41	.32	2 Dly	.10	"	Ce P	.48	.32	Twice Dly	.10
"	Hu P	.93	.43	Dly	.10	Guayaque, Honduras...	No TA	.47	T.F	.10	"	Mia P	.54	W.Sa	W.Sa	.10	
"	Ce P	.88	.32	Dly	.10	"	Mia P	.50	W.Sa	.10	"	No P	.48	.32	Twice Dly	.10	
Coronel, Colombia...	Mia P	.83	.32	Dly	.10	"	Bro P	.85	.32	Dly	.10	"	Bro P	.50	.32	Twice Dly	.10
"	No P	1.02	.32	Dly	.10	"	Lga P	1.07	.43	Dly	.10	"	Lga P	.50	.32	Twice Dly	.10
"	Bro P	1.12	.43	Dly	.10	"	Hu P	1.33	.43	Dly	.10	"	Hu P	.50	.32	Twice Dly	.10
"	Lga P	1.29	.43	Dly	.10	"	Ce P	1.15	.43	Dly	.10	"	Ce P	.50	.32	Twice Dly	.10
"	Hu P	1.20	.43	Dly	.1												

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
Manizales, Colombia.....	Mia P	.65	32	Dty	10	Nicoya, Costa Rica.....	No TA	.57	.....	T.F	10	Puerto Cortes, Hond.....	No TA	.49	.....	T.F	10
"	No P	1.04	32	Dty	10	"	Mia TA	.58	.....	W.Sa	10	"	Mia TA	.52	.....	W.Sa	10
"	Bro P	1.07	43	Dty	10	Nueva Gerona (Isle of	Mia EA	.14	15	dty	06	Puerto Jimenez, C. R.....	No TA	.56	.....	T.F	10
"	Lga P	1.34	43	Dty	10	Pinas), Cuba.....	Mia TA	.60	32	T.F	10	"	Mia TA	.54	.....	W.Sa	10
"	Hu P	1.15	43	Dty	10	Nueva Ocotepaque, Hom.	No TA	.60	32	T.F	10	Puerto Limon, C. R.....	No TA	.55	.....	T.F	10
"	Ce P	1.10	43	Dty	10	"	Mia TA	.63	30	W.Sa	10	"	Mia TA	.51	.....	W.Sa	10
Manta, Ecuador.....	Mia P	.88	32	M.Ta, Sa	10	Nuevo Laredo, Mexico..	Di B	.22	17	Dty	06	Puerto Suarez, Bolivia..	Mia P	1.34	43	F	10
"	No P	1.07	43	Sa, W.F	10	"	Fv B	.22	17	Dty	06	"	No P	1.48	43	F	10
"	Bro P	1.10	43	Sa, W.F	10	"	Sa B	.16	15	Dty	06	"	Bro P	1.50	43	F	10
"	Lga P	1.35	43	Ta, Th, Sa	10	"	Lo B	.08	05	Dty	06	"	Lga P	1.66	43	Th	10
"	Hu P	1.18	43	M.F	10	Oaxaca, Mexico.....	Mia P	.68	32	Dty except Sa	06	"	Hu P	1.66	43	F	10
"	Ce P	1.13	43	M.F	10	"	No P	.68	32	Dty except F	06	"	Ce P	1.63	43	F	10
Mano, Honduras.....	No TA	.47	.....	T.F	10	"	Bro P	.20	17	Dty except Sa	06	Puerto Wilkes, Cal.....	Mia P	.60	32	Sa, T.F	10
Manzanilla, Cuba.....	Mia TA	.50	.....	W.Sa	10	"	Lga P	.70	32	Dty except F	06	"	No P	1.12	43	Sa, M.F	10
"	Mia P	.22	16	Dty	06	"	Hu P	.28	17	Dty	05	"	Bro P	1.20	43	Sa, M.F	10
Maracaibo, Venezuela.....	Mia P	.44	32	Dty	10	"	Ce P	.22	17	Dty	05	"	Lga P	1.40	43	Sa, Th, Sa	10
"	Mia K	.44	32	Dty	10	Olanchito, Honduras.....	Mia TA	.52	.....	W.Sa	10	"	Hu P	1.23	43	Sa, M.F	10
"	No P	.81	32	Dty	10	"	No TA	.49	.....	T.F	10	"	Ce P	1.23	43	Sa, M.F	10
"	Bro P	.82	32	Dty	10	Orizaba, Honduras.....	Mia TA	.49	.....	W.Sa	10	Puntarenas, Costa Rica..	Mia TA	.51	.....	W.Sa	10
"	Lga P	1.37	43	Dty	10	"	No TA	.46	.....	T.F	10	"	No TA	.55	.....	T.F	10
"	Hu P	.90	32	Dty	10	Ordaz, Bolivia.....	Mia P	1.24	43	M.T, W.F, Sa	10	Quibdo, Colombia.....	Mia P	.62	32	Sa	10
"	Ce P	.85	32	Dty	10	"	No P	1.23	43	M.T, Th, F, Sa	10	"	No P	1.14	43	F	10
Marcala, Honduras.....	No TA	.46	.....	T.F	10	"	Bro P	1.23	43	M.T, Th, F, Sa	10	"	Bro P	1.19	43	F	10
Matagalpa, Nicaragua.....	Mia TA	.49	.....	W.Sa	10	"	Lga P	1.55	43	Sa, M.T, W, Th, F	10	"	Lga P	1.46	43	Th	10
"	No TA	.51	.....	T.F	10	"	Hu P	1.41	43	Dty	10	"	Hu P	1.27	43	Sa	10
Matamor, Venezuela.....	Mia P	.56	32	Dty	10	"	Ce P	1.26	43	Dty	10	"	Ce P	1.22	43	Sa	10
"	Nyk P	.74	32	Dty	10	Ota, Colombia.....	Mia P	.69	32	Sa, M.T, W, Th	10	Quito, Ecuador.....	Mia P	.60	32	Dty	10
"	No P	.97	43	Dty	10	"	No P	1.13	43	Sa, M.T, W, Sa	10	"	No P	1.00	43	Dty	10
"	Bro P	.98	43	Dty	10	"	Bro P	1.17	43	Sa, M.T, W, Sa	10	"	Bro P	1.00	43	Dty	10
"	Lga P	1.88	43	Dty	10	"	Lga P	1.46	43	Sa, M.T, F, Sa	10	"	Lga P	1.26	43	Dty	10
"	Hu P	1.07	43	Dty	10	"	Hu P	1.25	43	Dty	10	"	Hu P	1.17	43	Dty	10
"	Ce P	1.02	43	Dty	10	Palmar, Costa Rica.....	Mia TA	.53	.....	W.Sa	10	"	Ce P	1.13	43	Dty	10
Matatlan, Mexico.....	Bro P	.47	32	Dty	05	"	No TA	.57	.....	T.F	10	Recife (Fernambuco)	Mia P	1.26	43	Dty	10
"	Lga P	.45	17	Dty	05	Panama City, Panama.....	Mia P	.59	32	Twice Dty	10	"	Nyk P	1.48	43	Dty	10
"	Hu P	.55	32	Dty	05	"	No P	.64	32	Dty	10	"	No P	1.50	43	Dty	10
"	Ce P	.50	32	Dty	05	"	Bro P	.64	32	Twice Dty	10	"	Bro P	1.56	43	Dty	10
Mayaguez, Cuba.....	Mia P	.13	10	.....	08	"	Lga P	1.15	43	Dty	10	"	Lga P	1.84	43	Dty	10
Medellin, Colombia.....	Mia P	.99	32	Dty	10	"	Hu P	.74	32	2 Dty	10	"	Hu P	1.64	43	Dty	10
"	No P	1.02	32	Dty	10	Par, Brazil (See Salem)	Ce P	.70	32	2 Dty	10	"	Ce P	1.59	43	Dty	10
"	Bro P	1.06	32	Dty	10	Paracari, Bar.....	Mia P	.73	32	Dty	10	Rio de Janeiro.....	Mia P	1.26	43	Dty	10
"	Lga P	1.33	43	Dty	10	"	Mia K	.73	43	T.F	10	"	Nyk P	1.37	43	Dty	10
"	Hu P	1.14	43	Dty	10	"	Nyk P	.93	32	Dty	10	"	No P	1.84	43	Dty	10
"	Ce P	1.09	43	Dty	10	"	No P	1.14	43	Dty	10	"	Bro P	1.00	43	Dty	10
Merida, Mexico.....	Mia P	.25	17	Twice Dty	05	"	Bro P	1.15	43	Dty	10	"	Lga P	1.04	43	Dty	10
"	No P	.22	17	Twice Dty	05	"	Lga P	1.43	43	Dty	10	"	Hu P	1.05	43	Dty	10
"	Bro P	.63	32	Dty	05	"	Hu P	1.23	43	Dty	10	"	Ce P	1.04	43	Dty	10
"	Lga P	.93	32	Dty	05	"	Ce P	1.18	43	Dty	10	Robore, Bolivia.....	Mia P	1.26	43	Sa	10
"	Di B	.56	32	Dty	05	Parakya, Brazil.....	Mia P	1.19	43	Sa	10	"	No P	1.43	43	F	10
"	Fv B	.56	32	Dty	05	"	Nyk P	1.33	43	Sa, T	10	"	Bro P	1.50	43	F	10
"	Lo B	.42	32	Dty	05	"	No P	1.39	43	Th, Sa	10	"	Lga P	1.89	43	Th	10
"	Sa B	.49	32	Dty	05	"	Bro P	1.48	43	Th, Sa	10	Rutinas de Capon, Hond.	No TA	.50	.....	T.F	10
"	Hu P	.61	32	Dty	05	"	Lga P	1.67	43	W.Sa	10	"	Mia TA	.53	.....	W.Sa	10
"	Ce P	.66	32	Dty	05	"	Hu P	1.50	43	Sa, Th	10	Salama, Honduras.....	No TA	.47	.....	T.F	10
Maxtlan, Mexico.....	Lga P	.12	15	Dty	05	"	Ce P	1.51	43	Sa, Th	10	"	Mia TA	.50	.....	W.Sa	10
Mexico City, Mexico.....	Mia P	.64	32	Twice Dty	05	Parrita, Costa Rica.....	Mia TA	.51	.....	W.Sa	10	Salinas, Ecuador.....	Mia P	.90	32	Th, Sa	10
"	No P	.61	32	Dty	05	"	No TA	.55	.....	T.F	10	"	No P	1.08	32	W.F	10
"	Di B	.36	17	Dty	05	Pasto, Colombia.....	Mia P	.74	32	Dty	10	"	Bro P	1.10	43	W.F	10
"	Di A	.30	15	Dty	05	"	No P	1.15	43	Dty	10	"	Lga P	1.25	43	T, Th	10
"	Lga A	.38	15	Dty	05	"	Bro P	1.18	43	Dty	10	"	Hu P	1.18	43	W.F	10
"	Lo B	.24	17	Dty	05	"	Lga P	1.45	43	Dty	10	"	Ce P	1.13	43	W.F	10
"	Fv B	.36	17	Dty	05	Pate, Colombia.....	Mia P	.59	32	Sa, T, W	10	Salta, Argentina.....	Mia P	1.30	43	Sa, T, F	10
"	Fv A	.20	15	Dty	05	"	No P	1.10	43	M.T, Sa	10	"	No P	1.45	43	M.T, Sa	10
"	Lo A	.25	15	Dty	05	"	Bro P	1.20	43	M.T, Sa	10	"	Bro P	1.45	43	M.T, Sa	10
"	Sa A	.15	15	Dty	05	"	Lga P	1.47	43	Sa, M.F	10	"	Lga P	1.94	43	Sa, W.F	10
"	Sa B	.30	17	Dty	05	"	Hu P	1.28	43	M.T, Sa	10	"	Hu P	1.53	43	M.T, Sa	10
"	Mia TA	.64	.....	W.Sa	10	"	Ce P	1.23	43	M.T, Sa	10	"	Ce P	1.48	43	M.T, Sa	10
Misatlan, Mexico.....	Mia P	.51	32	Dty	05	Pereira, Colombia.....	Mia P	.94	32	Dty	10	San Estaban, Honduras..	No TA	.50	32	T.F	10
"	No P	.47	32	Dty	05	"	No P	1.03	32	Dty	10	"	Mia TA	.53	30	Dty	10
"	Bro P	.56	17	Dty	05	"	Bro P	1.06	32	Dty	10	San Fran. de la Paz, Honduras.....	No TA	.47	32	T.F	10
"	Lga P	.79	32	Dty	05	"											

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

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		Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per \$100 Value		
San Salvador, El Salvador	Mia P	.42	.32	Dly	.10	Tela, Honduras	MiaTA	.52	W.Sa	.10	.10	Ankara, Turkey	Nyk P	2.01	.25	F	.10
"	No P	.39	.32	Twice Dly	.10	"	No TA	.49	T.F	.10	.10	"	Bw P	1.96	.20	Sa	.10
"	Bro P	.41	.32	Dly	.10	Tampique, Costa Rica	No TA	.48	T.F	.10	.10	"	Wa P	2.05	.20	Sa	.10
"	Lgs P	.94	.32	Dly	.10	"	MiaTA	.54	W.Sa	.10	.10	"	NykAF	2.43	.25	Thrice Wkly	.10
"	Hu P	.50	.32	Dly	.10	Trujillo, Honduras	No TA	.51	T.F	.10	.10	"	NykBO	2.00	.25	"	.10
"	Ce P	.44	.32	Dly	.10	"	MiaTA	.54	W.Sa	.10	.10	Aoulaf, Morocco	NykAF	1.60	"	"	.10
Santa Barbara, Hond.	No TA	.45	"	T.F	.10	Tucuman, Argentina	Mia P	1.34	Su,T,F	.10	.10	"	NykAF	2.72	.25	"	.10
"	MiaTA	.51	"	W.Sa	.10	"	No P	1.48	M,Th,Sa	.10	.10	"	NykBO	2.07	.25	"	.10
Santa Clara, Cuba	Mia P	.18	.10	"	.08	"	Bro P	1.49	M,Th,Sa	.10	.10	"	NykAF	2.10	"	"	.10
Santa Cruz, Bolivia	Mia P	1.23	.43	M,W,Sa	.10	"	Lgs P	1.68	Su,W,F	.10	.10	"	NykTW	1.73	.25	Su,M,W	.10
"	No P	1.43	.43	Sa,T,F	.10	"	Hu P	1.57	M,Th,Sa	.10	.10	"	"	"	"	.10	
"	Bro P	1.43	.43	Sa,T,F	.10	"	Ce P	1.52	M,Th,Sa	.10	.10	"	Wa TW	1.77	.25	M,Sa	.10
"	Lgs P	1.60	.43	M,Th,Sa	.10	Tunao, Colombia	Mia P	.73	Su	.10	.10	"	Cs TW	1.85	.25	W,Sa	.10
"	Hu P	1.51	.43	Su,T,F	.10	"	No P	1.14	Su	.10	.10	"	Ph TW	1.85	.25	M,W,Sa	.10
"	Ce P	1.46	.43	Su,T,F	.10	"	Bro P	1.17	Su	.10	.10	"	Bw TW	1.70	.25	W,F	.10
Santa Cruz, Costa Rica	No TA	.53	"	T.F	.10	"	Lgs P	1.44	Th	.10	.10	"	NykAF	1.76	"	"	.10
"	MiaTA	.54	"	W.Sa	.10	"	Hu P	1.25	W.Sa	.10	.10	"	NykBO	1.78	.25	"	.10
Santa Maria, Colombia	Mia P	.48	.32	Dly	.10	"	Ce P	1.20	W.Sa	.10	.10	"	NykBO	3.88	"	"	.10
"	No P	.96	.32	Dly	.10	Tuquerres, Colombia	Mia P	.74	Dly	.10	.10	"	NykBO	1.51	"	"	.10
"	Bro P	1.06	.32	Dly	.10	"	No P	1.13	Dly	.10	.10	Auckland, N. Z.	NykBO	3.88	"	"	.10
"	Lgs P	1.23	.43	Dly	.10	"	Bro P	1.18	Dly	.10	.10	Augusta, Italy	NykBO	1.51	"	"	.10
"	Hu P	1.14	.43	Dly	.10	"	Lgs P	1.45	Dly	.10	.10	Bagdad, Iraq	NykAF	2.41	"	"	.10
"	Ce P	1.09	.43	Dly	.10	"	Hu P	1.26	Dly	.10	.10	"	NykBO	1.90	.25	"	.10
Santa Rosa de Copan, Honduras	No TA	.49	"	T.F	.10	"	Ce P	1.21	Dly	.10	.10	Bahrein, Egypt	NykBO	2.05	"	"	.10
"	MiaTA	.52	"	W.Sa	.10	Turbo, Colombia	Mia P	.89	M,T,F,Sa	.10	.10	"	NykBO	2.70	"	"	.10
"	Mia P	1.35	.43	Dly	.10	"	No P	1.02	Su,M,Th,F	.10	.10	Bangui, Belg. Congo	NykAF	3.18	"	"	.10
"	No P	1.51	.43	Dly	.10	"	Bro P	1.06	Su,M,Th,F	.10	.10	"	Nyk K	2.60	"	"	.10
"	Bro P	1.51	.43	Dly	.10	"	Lgs P	1.35	Su,M,Th,F	.10	.10	"	Nyk P	2.60	.20	W,Sa	.10
"	Lgs P	1.75	.43	Dly	.10	Tuxpan, Mexico	Hu P	1.14	Su,M,Th,F	.10	.10	"	Bw P	2.53	.20	W,Sa	.10
"	Hu P	1.50	.43	Dly	.10	"	Ce P	1.09	Su,M,Th,F	.10	.10	"	Wa P	2.65	.20	W,Sa	.10
"	Ce P	1.54	.43	Dly	.10	"	Bro P	.74	Dly	.05	.05	"	NykBO	2.60	.25	Dly	.10
Santiago, Cuba	Mia P	.13	.10	Thrice Dly	.08	"	Lgs P	.74	Dly	.05	.05	"	NykBO	1.70	.25	Thrice Wkly	.10
"	"	"	"	"	"	"	Hu P	.38	Dly	.05	.05	"	Nyk S	1.36	.25	T,Th,Sa,M	.10
"	"	"	"	"	"	"	Ce P	.31	Dly	.05	.05	"	Nyk SS	1.63	.25	Su,M,W,F	.10
Sao Luis, Brazil	Mia P	1.16	.43	Dly	.10	Tuxtla, Gutierrez, Mex.	Mia P	.62	Dly except Sa	.05	.05	Basrah, Iraq	NykAF	2.55	"	"	.10
"	Nyk P	1.30	.43	Dly	.10	"	No P	.59	Dly except F	.05	.05	"	NykBO	1.99	"	"	.10
"	No P	1.36	.43	Dly	.10	"	Bro P	.42	Dly except F	.05	.05	"	NykAF	1.40	"	"	.10
"	Bro P	1.43	.43	Dly	.10	"	Lgs P	.83	Dly except F	.05	.05	Bastia, Corsica	NykAF	2.29	"	"	.10
"	Lgs P	1.82	.43	Dly	.10	"	Hu P	.80	Dly	.05	.05	Beirut, Lebanon	NykBO	1.82	"	"	.10
"	Hu P	1.51	.43	Dly	.10	"	Ce P	.45	Dly	.05	.05	"	NykBO	1.82	"	"	.10
"	Ce P	1.46	.43	Dly	.10	Uyuni, Bolivia	Mia P	1.28	T,F	.10	.10	"	NykAO	1.18	.25	Su,W	.10
Sao Paulo, Brazil	Mia P	1.32	.43	Twice Dly	.10	"	No P	1.38	M,Th	.10	.10	"	NykAO	1.68	.25	M,Th,Sa	.10
"	Nyk P	1.42	.43	Dly	.10	"	Bro P	1.38	M,Th	.10	.10	"	NykAF	1.91	"	"	.10
"	No P	1.56	.43	Dly	.10	"	Lgs P	1.56	Su,W	.10	.10	"	Nyk SS	1.33	.25	T,Th,Sa	.10
"	Bro P	1.67	.43	Dly	.10	"	Hu P	1.46	Su,W	.10	.10	"	NykAO	1.44	.25	W,Sa	.10
"	Lgs P	1.90	.43	Dly	.10	"	Ce P	1.41	M,Th	.10	.10	"	Wa AO	1.48	.25	W,Sa	.10
"	Hu P	1.75	.43	Dly	.10	"	"	"	"	.10	.10	"	Ph AO	1.46	.25	W	.10
"	Ce P	1.70	.43	Dly	.10	Varadero, Cuba	Mia P	.13	Dly	.08	.08	"	NykBO	1.44	"	"	.10
Sao Salvador, Brazil (Bahia)	Mia P	1.38	.43	Dly	.10	"	"	"	"	.08	.08	"	NykAF	1.55	"	Thrice Wkly	.10
"	Nyk P	1.50	.43	Dly	.10	Veracruz, Mexico	Mia P	.57	Dly	.05	.05	"	NykAF	1.32	"	Thrice Wkly	.10
"	No P	1.64	.43	Dly	.10	"	No P	.53	Dly	.05	.05	"	NykBO	2.47	.25	Su,T,Th,Sa	.10
"	Bro P	1.64	.43	Dly	.10	"	Bro P	.38	Dly	.05	.05	"	Wa TW	2.52	.25	Sa	.10
"	Lgs P	1.94	.43	Dly	.10	"	Lgs P	.76	Dly	.05	.05	"	Ph TW	2.50	.25	Sa	.10
"	Hu P	1.72	.43	Dly	.10	"	Di B	.42	Dly	.05	.05	"	NykBO	2.47	"	"	.10
"	Ce P	1.67	.43	Dly	.10	"	Fv B	.42	Dly	.05	.05	"	NykBO	1.33	"	"	.10
St. John, B. W. I.	No P	.90	.32	"	.10	"	La B	.38	Dly	.05	.05	"	NykBO	1.33	"	"	.10
"	Bro P	1.10	.43	"	.10	"	Sa B	.35	Dly	.05	.05	"	Nyk P	1.26	.20	Dly	.10
"	Mia P	.45	.32	"	.10	"	Hu P	.36	Dly	.05	.05	"	Nyk P	1.24	.20	Su,F	.10
"	Nyk P	.56	.32	"	.10	Victoria, Brazil	Ce P	.31	Dly	.05	.05	"	Bw P	1.30	.20	M	.10
"	Bro P	1.13	.43	"	.10	"	Mia P	1.41	Sa	.10	.10	"	Wa P	1.30	.20	Su,M,W,F	.10
"	Lgs P	1.35	.43	"	.10	"	Nyk P	1.66	Th,Sa	.10	.10	"	Nyk SS	1.65	.25	Su,M,W,F	.10
"	Hu P	1.13	.43	"	.10	"	No P	1.59	Th	.10	.10	"	NykAF	1.30	"	"	.10
"	Ce P	1.13	.43	"	.10	"	Bro P	1.73	Th	.10	.10	"	NykAO	1.32	.25	Su,T,Th,F	.10
St. Kitts, N. W. I.	Lgs P	1.35	.43	"	.10	"	Lgs P	2.09	W	.10	.10	"	Nyk K	1.31	"	T,Th,Sa,M	.10
St. Lucia, B. W. I.	Mia K	.71	.32	"	.10	"	Hu P	1.81	Th	.10	.10	"	NykBO	1.28	"	"	.10
"	Mia P	.63	.32	Dly	.10	"	Ce P	1.76	Th	.10	.10	"	Nyk S	1.27	"	T,F	.10
"	Nyk P	.67	.32	T,Th,Sa	.10	Victoria de las Tunas, Cuba	"	"	"	.10	.10	"	NykAO	1.84	.25	M,Th,Sa	.10
"	No P	1.00	.32	Dly exc. Sa	.10	"	"	"	"	.10	.10	"	NykBO	2.90	"	"	.10
"	Bro P	1.07	.43	Dly exc. Sa	.10	Villahermosa, Mexico	Mia P	.47	Dly	.05	.05	"	NykBO	2.57	"	T,F	.10
"	Lgs P	1.39	.43	Dly exc. Sa	.10	"	No P	.43	Dly	.05	.05	"	NykTW	1.86	.25	Dly	.10
"	Hu P	1.15	.43	Dly	.10	"	Bro P	.40	Dly	.05	.05	"	Wa TW	1.90	.25	M,Sa	.10
"	Ce P	1.10	.43	Dly	.10	"	Lgs P	.83	Dly	.05	.05	"	Bw TW	1.83	.25	W,F	.10
St. Martin, N. W. I.	Mia K	.88	.32	Sa	.10	"	Hu P	.43	Dly	.05	.05	"	Ph TW	1.83	.25	M,W,Sa	.10
St. Thomas, V.I.	Mia P	.39	.32	Twice Dly	.05	"	Ce P	.43									

ATLANTIC ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb.	Per 100 Value		
Djibouti	NykAF	2.81			15
Jr. Samaliland	NykAF	2.87			25
Douala, Fr. W. Africa	NykAO	1.10	25	Dly	15
**Dublin, Eire	NykBO	1.14			15
Durban, U. of S. Af.	NykBO	2.92			25
East London	NykBO	3.08			25
U. of So. Africa	NykAF	1.99			15
El Adem, Libya	NykBO	1.06			15
El Golea, Fr. W. Africa	NykAF	1.02			15
Elizabethville	NykS	2.42		T,F	25
Belgian Congo	NykAF	1.60			15
Fes, Morocco	NykAF	1.97			15
Fr. Trinquet, Fr. W. Af.	NykAF				15
Frankfurt-am-Main, Germany	NykAO	1.23	25	Dly	15
	BwAO	1.32	25	Th	15
	WAO	1.39	25	W,F	15
	PhAO	1.37	25	W,F	15
	NykP	1.35	20	Dly	15
	BwP	1.35	20	Su,F	15
	WAP	1.39	20	M,W	15
	NykBO	1.35			15
	NykSS	1.40	25	Su,M,W,F	15
Gander, N. F.	WATW	.41	30	M,Th,Sa	1
	PhTW	.49	30	Su,M,W,Sa	10
	NykTW	.25	30	Daily	10
	BwTW	.35	30	T,W,F	10
	CgTW	.49	30	W,Sa	10
	NykAO	.35	30	Dly	15
	BwAO	.45	30	S,W,Th	15
	WAO	.41	30	W,F	15
	PhAO	.39	30	W,F	15
	NykP	.32	30	Dly	15
	BwP	.35	30	F,Su	15
	WAP	.41	30	M,W	15
	NykSS	.35	25	Dly	15
	NykAF				10
Gao, Fr. W. Africa	NykTW	2.10			15
Geneva, Switzerland	NykTW	1.35	25	M,W,Th,F,Sa	15
	WATW	1.39	25	M,Sa	15
	BwTW	1.22	25	P	15
	PhTW	1.37	25	W,Sa	15
	CgTW	1.47	25	Sa	15
	NykP	1.24		T,Th,Sa,M	15
	NykAF	1.24			15
	NykAO	1.48	25	Dly	15
	NykBO	1.37			15
	NykSS	1.71	25	Su,M,W,F	15
Gibraltar	NykBO	1.60			15
Glasgow, Scotland	NykK	1.11		T,Th,Sa,M	15
	NykAO	1.11	25	Su,W	15
	BwAO	1.08	25	Su,W	15
	NykSS	1.11	25	Dly	15
**Gothenburg, Sweden	NykAO	1.55	25	Su,T,Th	15
	NykSS	1.45	25	Su,M,W,F	15
	NykBO	1.46			15
	NykBO	1.93			25
Haifa, Palestine	NykAO	1.51	25	W,Sa	15
**Hamburg, Germany	NykSS	1.49	25	Su,M,W,F	15
	NykBO	1.37		T,F	15
Hamilton, Bermuda	NykP	1.25	10	Dly	10
Haugesund, Norway	NykSS	1.51	25	T,Th,Sa	15
Helsinki, Finland	NykAO	1.60	25	T,Th,Sa	15
	NykSS	1.60	25	Dly	15
	NykBO	1.65			15
Hong Kong	NykBO	2.72			25
Hyderabad, India	NykBO	2.57			25
Istanbul, Turkey	NykP	1.78	30	W,Sa	15
	BwP	1.76	30	W,Sa	15
	WAP	1.82	30	W,Sa	15
	NykBO	1.91			15
Jerusalem, Palestine	NykTW	2.00	25	Su,M,W,F,Sa	25
	WATW	2.04	25	Sa	25
	CgTW	2.12	25	Sa	25
	BwTW	1.97	25	Sa	25
	PhTW	2.02	25	Sa	25
Jidda, Saudi Arabia	NykBO	1.95			25
Jodhpur, India	NykBO	2.42			25
Johannesburg, U. of So. Af.	NykP	2.00	20	M,Th	25
	NykK	2.00	20	Fortnightly	25
	BwP	2.06	20	M,Th	25
	NykBO	2.00			25
	NykBO	2.00		T,F	25
Juba, Anglo Egypt, Sud.	NykAF	2.29		Thrice Wkly	25
	NykBO	2.26			25
	NykS	2.47		T,F	25
Kaduna, Nig.	NykBO	1.98			25
Kamranj, India	NykBO	2.10			25
Kano, Nigeria	NykAF	2.21		Thrice Wkly	25
	NykBO	1.95			25
Karachi, India	NykP	2.27	20	W,Sa	25
	BwP	2.25	20	Sa	25
	WAP	2.32	20	Sa	25
	NykBO	2.27			25
Karlstad, Sweden	NykSS	1.45	25	T,Th,Sa	15
Khartoum, Anglo Egypt, Sud.	NykAF	2.66		Thrice Wkly	25
	NykK	2.04		T,F	25
Kindu, Belg. Congo	NykS	2.43		Thrice Wkly	25
Kismu, Kenya	NykSS	1.48	25	T,Th,Sa	15
Kristiansund, Norway	NykAF	2.39			25
Lagos, Nigeria	NykBO	1.98			25
	NykBO	2.42			25
Leopoldville, Belg. Congo	NykP	2.44	20	M,Th	25
	BwP	2.41	20	M,Th	25
	NykS	2.44	20	M,Th	25
Libreville, Fr. Eq. Af.	NykAF	2.67			25

ATLANTIC ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb.	Per 100 Value		
Liege, Belgium	NykS	1.20	35	T,F	15
Lindi, Tanganyika	NykAF	2.55			25
Lisbon, Portugal	NykP	1.20	30	Dly except Sa	15
	BwP	1.17	30	T	15
	NykTW	1.20	25	M,W,F,Sa	15
	PhTW	1.17	25	W	15
	PhTW	1.22	25	M	15
	NykK	1.75		T,Th,Sa,M	15
	NykS	1.97	25	T,F	15
	NykBO	1.55	25		15
London, England	NykAO	1.17	25	Dly	15
	BwAO	1.15	25	Su,W	15
	WAO	1.23	25	W,F	15
	PhAO	1.20	25	W,F	15
	NykAF	1.35		Thrice Wkly	15
	NykP	1.17	20	Dly	15
	BwP	1.15	20	F,Su	15
	WAP	1.22	20	M,W	15
	NykK	1.31		T,Th,Sa,M	15
	NykBO	1.17	25	Dly	15
	NykSS	1.17	25	T,F	15
	NykS	1.27	25		25
Lousoor, Egypt	NykAF	2.25			25
Lucknow, India	NykBO	2.47	25		25
**Lulea, Sweden	NykAO	1.58	25	Su,T,Th	15
Luxembourg	NykS	1.31	25	T,F	15
Luxor, Egypt	NykBO	1.85	25		25
Lydda, Palestine	NykBO	1.81	25		25
Lyon, France	NykAF	1.31			15
Madras, India	NykBO	2.65	25		25
Madrid, Spain	NykTW	1.32	25	M,W,F,Sa	15
	BwTW	1.29	25	W	15
	PhTW	1.24	25	M	15
	NykK	1.70		T,Th,Sa,M	15
	NykBO	1.48	25		15
Malakal, Anglo Egypt, Sud.	NykAF	2.00			25
	NykBO	2.15	25		25
Malmo, Sweden	NykAO	1.56	25	Su,T,Th	15
	NykK	1.41		T,Th,Sa,M	15
	NykAF	1.87			15
	NykSS	1.43	25	Su,M,W,F	15
Malta	NykBO	1.61	25		15
Marrakesh, Morocco	NykAF	1.66			15
Marseilles, France	NykAF	1.35			15
	NykBO	1.37	25	Su,M,W,F	15
	NykSS	1.70	25	Su,M,W,F	15
Mauritius	NykAF	2.55			25
Mekeas, Morocco	NykAF	1.61			15
Milan, Italy	NykS	1.48	25	T,F	15
Mogadishu, Ethiopia	NykAF	2.04			25
Mombasa, Kenya	NykBO	2.49	25		25
Monrovia (Pleasant's Lake), Liberia	NykP	2.00	20	Su,Th	25
Moscow, USSR	NykSS	1.91	25	Dly	15
Mulhouse, France	NykSS	1.68	25	Su,M,W,F	15
Nagpur, India	NykBO	2.59	25		25
Nairobi, Kenya	NykAF	2.54			25
	NykBO	2.41	25		25
Niamey, Fr. W. Afr.	NykAF	2.20			25
Nice, France	NykAF	1.35			15
	NykAO	1.59	25	Dly	15
	NykS	1.38	25	T,F	15
	NykSS	1.93	25	Su,M,W,F	15
	NykBO	1.78	25		15
Nicosia, Cyprus	NykAF	2.34			25
Oajai, Haifa, Anglo Egypt, Sud.	NykAF	1.64			15
Oran, Algeria	NykAO	1.41	25	Su	30
Oslo, Norway	NykK	1.41		T,Th,Sa,M	15
	NykAF	1.58			15
	NykBO	1.47	25	T,F	15
	NykS	1.55	25	T,Th,Sa	15
	NykSS	1.41	25	T,Th,Sa	15
Oujda, Morocco	NykAF	1.55			15
Paris, France	BwTW	1.23	25	T,F	15
	NykTW	1.25	25	Dly	15
	PhTW	1.27	25	Su,W,Sa	15
	WATW	1.29	25	M,Th,Sa	15
	CgTW	1.37	25	Sa	15
	NykSS	1.70	25	Su,M,W,F	15
	NykK	1.31		T,Sa	15
	NykAF	1.25			15
	NykBO	1.28	25		15
	NykS	1.27	25	W,Sa	15
Peshawar, India	NykBO	2.51	25		25
Pointe Noire, Fr. Eq. Af.	NykAF	2.63			25
Port Elizabeth	NykBO	3.08			25
Un. of S. Africa	NykAF	2.17			15
Port Etienne, Fr. W. Af.	NykBO	2.11	25		15
Port Harcourt, Nig.	NykBO	2.17	25		25
Port Said, Egypt	NykBO	1.80	25		25
Port Sudan	NykBO	1.98	25		25
Ang.-Eq. Sudan	NykP	1.44	20	Dly	15
Prague, Czech	BwP	1.42	20	Su,F	15
	WAP	1.49	20	M,W	15
	NykK	1.44		T,Th,Sa,M	15
	NykAF	1.53			15
	NykAO	1.48	25	M,Th,Sa	15
	NykBO	1.44	25		15
	NykS	1.44	25	W,Sa	15
	NykK	1.65	25	Su,M,W,F	15
Prestrick, Scotland	NykK	1.11		T,Th,Sa	15
	NykAO	1.11	25	Su,W	15
	BwAO	1.08	25	Su,W	15
	NykSS	1.11	25	Dly	15
Rabat, Morocco	NykAF	1.62			15
Rangoon, India	NykBO	2.49			25
Rawalpindi, India	NykBO	2.49			25
Reunion Islands	NykAF	4.00			25
Reykjavik, Iceland	NykSS	1.46	25	Su,M,W,F	15
Rosno, Denmark	NykSS	1.44	25	Su,M,W,F	15

ATLANTIC ROUTES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb.	Per 100 Value		
Rome, Italy.....	NykTW	1.84	25	Dly	15
"	WATW	1.87	25	T,Sa	15
"	BwTW	1.81	25	M,F	15
"	PhTW	1.85	25	M,W,Sa	15
"	CgTW	1.88	25	W,Sa	15
"	NykAO	1.84	25	M,Th,Sa	15
"	NykK	1.84	..	T,Th,Sa	15
"	NykAF	1.82	..		15
"	NykBO	1.84	25		15
"	NykS	1.87	25	W,Sa	15
"	NykSS	1.96	25	Su,M,W,F	15
Salisbury, So. Rhodes.....	NykBO	2.60	..		25
Santa Maria, Azores.....	NykP	.90	20	Dly except Sa	15
"	BwP	.87	20	T	15
"	NykK	.90	..	T,Sa	15
Sharjah, Saudi Arabia.....	NykAF	2.75	..		25
Shanghai, China.....	NykBO	2.82	..		25
Shanghai, China.....	BwTW	1.08	20	W,F,Sa	15
Shanghai, China.....	CgTW	1.17	25	W,Sa	15
"	NykAO	1.08	25	Dly	15
"	BwAO	1.08	25	Su,M,Th	15
"	WAO	1.10	25	T,W,F	15
"	PhAO	1.08	25	W,F	15
"	NykP	1.06	20	Dly	15
"	BwP	1.03	20	F,Sa	15
"	WAP	1.10	20	M,W	15
"	NykTW	1.06	25	Twice Dly	15
"	PhTW	1.08	25	M,F,Sa	15
"	WATW	1.10	25	Su,T,Sa	15
"	NykAF	1.06	..		15
Singapore, Mal. St.....	NykBO	2.72	..		25
Sourabaya.....	NykBO	2.90	..		25
Stanleyville, Belg. Congo.....	NykS	1.30	25	W,Sa	15
"	NykSS	1.50	25	T,Th,Sa	15
"	NykBO	1.48	25	Su	15
**Stavanger, Norway.....	NykBO	1.42	25		25
Stockholm, Sweden.....	NykAO	1.47	25	Su,M,T,Th,Sa	15
"	NykK	1.47	..	T,Th,Sa	15
"	NykAF	1.83	..		15
"	NykBO	1.82	25	W,Sa	15
"	NykS	1.47	25	Dly	15
"	NykSS	1.47	25		15
Strasbourg, France.....	NykAF	1.81	..		25
Sydney, Australia.....	NykBO	3.54	..		25
Takoradi, G. C.....	NykBO	2.07	..		25
Tamatave, Madagascar.....	NykAF	3.96	..		25
Tananarive, Madagascar.....	NykAF	3.85	..		25
Tanga, Tanganyika.....	NykBO	2.68	..		25
Tangier, Morocco.....	NykAF	1.72	..		25
Tehran, Iran.....	NykAF	2.55	..		25
"	NykBO	1.99	25		25
Tindout, Fr. W. Al.....	NykAF	1.83	..		15
Toulouse, France.....	NykAF	1.34	..		15
Tripoli, Libya.....	NykAF	1.76	..		15
Trivandrum, India.....	NykBO	2.79	..		25
Trondheim, Norway.....	NykBf	1.50	25	T,Th,Sa	15
Tunis, Tunisia.....	NykTW	1.68	25	Th,F	15
"	WATW	1.73	25	F	15
"	NykAF	1.57	..		15
Usunbura, Belg. Congo.....	NykS	2.90	..	W,Sa	25
"	NykBO	1.91	25		25
Vienna, Austria.....	NykP	1.50	30	Dly	15
"	BwP	1.47	30	Su,F	15
"	WAP	1.54	30	M,W	15
"	NykAO	1.82	25	Dly	15
Vinby, Sweden.....	NykSS	1.83	25	Dly	15
Wadi Halfa, Ang. Eg.	NykAO	1.32	25	Dly	15
"	NykBO	1.91	25		25
**Warsaw, Poland.....	NykAO	1.60	25	M,Th,Sa	25
"	NykSS	1.71	25	Dly	15
Zurich, Switzerland.....	NykK	1.37	..	T,Th,Sa,M	15
"	NykAF	1.36	..		15
"	NykS	1.38	25	T,F	15
"	NykAO	1.45	25	Dly	15
"	NykSS	1.69	25	Su,M,W,F	15

ALASKA ROUTES

Anchorage	SuP	.60	10	Dly	0
"	SteNW	.60	10	Dly	0
"	MaNW	1.03	10	Thrice wly	0
Fairbanks	SuP	.87	20	Dly	0
Galena	SuP	.72	10		0
Juneau	SuP	.38	10	Twice Dly	0
Ketchikan	SuP	.30	10	Twice Dly	0
Nome	SuP	.74	20	Su,T,W,F	0
Tanacross	SuP	.62	10		0
Whitehorse, Canada.....	SuP	.46	10	Su,T,W,F	0

CANADIAN ROUTES

Calgary, Alb.....	NykT	1.02	..	Dly	0
Edmonton, Alb.....	NykT	1.06	..	Dly	0
Jamias, N. B.....	NykT	.31	..	Dly	0
Lethbridge, Alb.....	NykT	.84	..	Dly	0
"	CubW	.04	..	Dly	0
London, Ont.....	NykT	.18	..	Dly	0
Moncton, N. B.....	BNE	.06	..	Dly	0
Montreal, Can.....	NykC	.13	..	Dly	0
"	NykT	.13	..	Dly	0
"	JgNE	.04	..	Dly	0
North Bay, Ont.....	NykT	.22	..	Dly	0
Ottawa, Ont.....	NykT	.16	..	Dly	0
"	NykC	.16	..	Dly	0
Regina, Sask.....	NykT	.30	..	Dly	0
St. John, N. B.....	NykT	.31	..	Dly	0
St. John, N. F.....	NykT	.62	..	Dly	0

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.
		Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value		
Sydney, N. S.	Nyk T	.26	†	Dly	.08	Calcutta, India	Lgs P	3.27	20	M,Th	.25	Seoul, Korea	NykNW	3.13	43	Thrice Wkly	.25
Toronto, Ont.	Nyk A	.12	†	Dly	.05	Canton Island	St P	2.27	20	M,Th	.25	"	Cg NW	2.92	43	Thrice Wkly	.25
Vancouver, B. C.	Nyk T	.12	†	Dly	.05	"	Lgs P	1.36	20	Su,W,F	.05	"	Ms NW	2.83	43	Thrice Wkly	.25
"	St U	.04	†	Dly	.05	Guam	St P	1.36	20	Su,W,F	.05	"	St NW	2.40	43	Thrice Wkly	.25
"	NykU	.96	†	Dly	.05	Hong Kong	Lgs P	2.00	20	Thrice Wkly	.05	Shanghai, China	An	2.30	43	Thrice Wkly	.25
Windsor, Ont.	Nyk T	.96	†	Dly	.05	"	St P	2.00	20	Thrice Wkly	.05	"	Lgs P	2.45	20	Th.Su	.25
"	Nyk A	.20	†	Dly	.05	"	St P	2.67	20	Thrice Wkly	.25	"	St P	2.45	20	Th.Su	.25
"	Cs A	.12	†	Dly	.05	Honolulu, T. H.	St PH	2.10	25	W,Sa	.25	"	NykNW	2.18	43	Thrice Wkly	.25
Winnipeg, Man.	Nyk T	.20	†	Dly	.05	"	St P	.71	10	Dly	.05	"	Cg NW	2.97	43	Thrice Wkly	.25
"	GNW	.04	†	Dly	.05	"	Lgs P	.71	10	Dly	.05	"	Ms NW	2.88	43	Thrice Wkly	.25
"	Nyk T	.60	†	Dly	.05	"	St U	.71	10	Dly	.05	"	St NW	2.45	43	Thrice Wkly	.25
PACIFIC ROUTES (Mail rate to points other than United States territories figured on a half-ounce basis.)						"	Lgs U	.71	10	Dly	.05	"	An NW	2.35	43	Thrice Wkly	.25
						Manila	Lgs P	2.60	20	Four Wkly	.25	"	St PH	2.15	25	W,Sa	.25
						"	St P	2.60	20	Four Wkly	.25	Suva	Lgs P	1.75	20	W,F,Sa	.05
						"	NykNW	3.23	43	Thrice Wkly	.25	"	St P	1.75	20	W,F,Sa	.05
						"	Cg NW	3.02	43	Thrice Wkly	.25	Sydney, Australia	Lgs P	2.36	43	Twice Wkly	.25
Auckland, N. Z.	Lgs P	2.05	20	F	.25	"	Ms NW	2.92	43	Thrice Wkly	.25	"	St P	2.36	43	Twice Wkly	.25
Bangkok, Siam	St P	2.05	20	F	.25	"	St NW	2.60	43	Thrice Wkly	.25	Tokyo, Japan	NykNW	2.09	43	Thrice Wkly	.25
"	Lgs P	2.96	20	M,Th	.25	"	An NW	2.40	43	Thrice Wkly	.25	"	Cg NW	2.87	43	Thrice Wkly	.25
"	St P	2.96	20	M,Th	.25	Midway	St PH	2.00	25	W,Sa	.25	"	St NW	2.35	43	Thrice Wkly	.25
						Noumea	Lgs P	1.18	20	Thrice Wkly	.05	"	An NW	2.25	43	Thrice Wkly	.25
						"	St P	1.18	20	Thrice Wkly	.05	"	Lgs P	2.25	20		.25
						"	Lgs P	2.01	20	W,Sa	.05	Wako	St P	1.54	20	Five Wkly	.05
						"	St P	2.01	20	W,Su	.05	"	St P	1.54	20	Five Wkly	.05

NOTE: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover costs of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of poundage charges from London to final destination of shipment.

plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—\$1.00; each additional package—\$.53; excess valuation charge on

shipments valued for carriage in the airwaybill in excess of U.S. \$400, for each additional \$400 (over the first \$400)—\$.33. Trucking charge to airport of despatch in England is \$.02 per pound, with no minimum charge.

International Air Express and Mail Tables are a standard feature in AIR TRANSPORTATION . . . This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.



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AIR FREIGHT FORWARDERS

AT this writing the Civil Aeronautics Board still has under consideration the proposed Section 292.6 of the Economic Regulations which would establish a classification of air carriers known as non-certificated indirect cargo carriers. What is an indirect cargo carrier? In general, says the CAB, it "may be considered as one which holds out to the public that it will undertake to transport property by air for compensation, although such carrier does not itself physically operate aircraft but utilizes the services of some other person to move the property from origin to destination." In other words, a freight forwarder.

The forwarder may, under the provisions of the regulation, deliver property for transportation by air to certificated air carriers, non-certificated air carriers holding letters of registration, Alaskan air carriers, and airlines holding foreign air carrier permits. The CAB stressed the point that the effect of such provision is to restrict a forwarder from utilizing the services of carriers other than common carriers.

Although exempted from the requirement of obtaining a certificate of public convenience and necessity, the forwarder is subjected to a considerable measure of economic regulation. In addition, he must register with the CAB and hold effective letters of registration which are subject to suspension and revocation and are non-transferable.

These carriers applying for a letter of registration within 60 days from the effective date of the proposed regulation, may operate pursuant to the regulation pending action by the CAB on such application. However, they are required to comply with the regulation and the applicable provisions of the Act, after the effective date of the reg-

ulation, and such compliance is not contingent upon issuance of a letter of registration.

The full text of the proposed Section 292.6 follows:

(a) *Applicability.* This section shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation or to any noncertificated air carrier engaged in air transportation pursuant to special or individual exception by the Board or pursuant to exemption created by any other section of the Economic Regulations.

(b) *Classification.* There is hereby established a classification of noncertificated air carriers to be designated as "Non-certificated Indirect Cargo Carriers." A Noncertificated Indirect Cargo Carrier shall be defined to mean any noncertificated air carrier which indirectly engages in interstate, overseas or foreign air transportation of property only.

(c) *Exemptions.* Except as otherwise provided in this section, Noncertificated Indirect Cargo Carriers shall be exempt from all provisions of Title IV of the Civil Aeronautics Act of 1938, as amended, other than the following:

(1) Subsection 401(1) (Compliance with Labor Legislation);

(2) Section 403 (Tariffs);

(3) Subsection 404(a) (Carrier's Duty to Provide Service, etc.), only in so far as said subsection requires air carriers to provide safe service, equipment and facilities in connection with air transportation, and to establish, observe and enforce just and reasonable individual rates, fares and charges, and just and reasonable classifications, rules, regulations and practices relating to air transportation;

(4) Subsection 404 (b) (Discrimination);

(5) Subsection 407(a) (Filing of Reports): *Provided*, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to said subsection 407(a) shall be applicable to Noncertificated Indirect Cargo Carriers unless such rule, regulation, term, condition or limitation expressly so provides;

(6) Subsection 407(b) (Disclosure of Stock Ownership);

(7) Subsection 407(c) (Disclosure of Stock Ownership by Officers or Directors);

(8) Subsection 407(d) (Form of Ac-

counts): *Provided*, That no provision of any rule, regulation, term, condition or limitation prescribed pursuant to said subsection 407(d) shall be applicable to Noncertificated Indirect Cargo Carriers unless such rule, regulation, term, condition or limitation expressly so provides;

(9) Subsection 407(e) (Inspection of Accounts and Property);

(10) Subsection 409(a) (Interlocking Relationships);

(11) Subsection 409(b) (Profit from Transfer of Securities);

(12) Section 410 (Loans and Financial Aid);

(13) Section 411 (Methods of Competition);

(14) Section 412 (Pooling and Other Agreements);

(15) Section 413 (Form of Control);

(16) Section 414 (Legal Restraints);

(17) Section 415 (Inquiry into Air Carrier Management); and

(18) Section 416 (Classification and Exemption of Carriers).

(d) *Duration of Exemption.* Unless sooner terminated by order of the Board, the exemptions provided in this section shall apply to Noncertificated Indirect Cargo Carriers only until 60 days after the Board shall have made final disposition of the pending proceeding known as the *Freight Forwarder Case*, Docket No. 681, et al.

(e) *Limitation of Exemption.* In respect of operations conducted pursuant to the exemptions provided in this section no Noncertificated Indirect Cargo Carrier shall deliver property for transportation by air to any person except (1) Alaskan Air Carriers, (2) Irregular Air Carriers utilizing small aircraft (as defined in subsection (c) (2) of §292.1 of the Economic Regulations), or (3) air carriers or foreign air carriers whose tariffs for the transportation services thus utilized have been duly filed with the Board.

(f) *Effect on Other Statutes.* The exemption hereinabove granted from the provisions and requirements of §408 shall not constitute an order made under such section, within the meaning of §414, and shall not confer any immunity or relief from operation of the "antitrust laws," or any other statute (except the Civil Aeronautics Act of 1938, as amended), with respect to any transaction otherwise within the purview of such section.

(g) *Registration for Exemption.*

(1) *Letter of Registration Required.* From and after 60 days the effective date of this section no Noncertificated Indirect Cargo Carrier may engage in any form of air transportation unless there is then outstanding and in effect with respect to such



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air carrier, a Letter of Registration issued by the Board: *Provided*, That if any Non-certificated Indirect Cargo Carrier, otherwise authorized to engage in air transportation pursuant to this section, shall file with the Board within 60 days after the effective date of this section an application for a Letter of Registration, such applicant may engage in such air transportation until such Letter has been issued, or such applicant has been notified that it appears to the Board that such applicant is not entitled to the issuance of such Letter.

(2) *Issuance of Letter of Registration.* Upon the filing of proper application therefor, the Board shall issue, to any Non-certificated Indirect Cargo Carrier, a Letter of Registration which, unless otherwise sooner rendered ineffective, shall expire and be of no further force and effect, upon a finding by the Board that enforcement of the provisions of §401 (from which exemption is provided in this section) would be in the public interest. Such application shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: (i) date; (ii) name of carrier; (iii) mailing address; (iv) location of principal office; (v) if a corporation, the place of incorporation, the name and citizenship of officers and directors, the name and address of each stockholder owning beneficially more than five per centum of the voting interest, and a statement that at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions; (vi) if an individual or partnership, the name and citizenship of owners or partners. Such application shall be submitted in triplicate in letter form.

(3) *Non-transferability of Letter of Registration.* A Letter of Registration shall be non-transferable and shall be effective only with respect to the person named therein.

(4) *Suspension of Letter of Registration.* Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest.

(5) *Revocation of Letter of Registration.* Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Civil Aeronautics Act of 1938, as amended, or of any order, rule or regulation issued under any such provision or of any term, condition or limitation of any authority issued under said Act or Regulations.

(h) *Reporting Requirement.* For the calendar quarter ending December 31, 1947, and for each succeeding calendar quarter,

each Noncertificated Indirect Cargo Carrier shall, within 30 days after termination of such calendar quarter, submit the following data certified correct by a responsible officer of the reporting carrier:

- (1) Balance sheet, prepared in accordance with accepted practices.
- (2) Profit and loss statement, with a separation of expense items so as to indicate payments to direct air carriers.
- (3) Statistical data:
 - (i) Number of shipments received from shippers for carriage by air.
 - (ii) Number of shipments consigned to carriers by air.
 - (iii) Number of tons consigned for shipment by:
 - (a) Air carriers
 - (b) Surface carriers
- (4) Station data:
 - (i) List by individual stations:
 - (a) Number of personnel
 - (1) Selling
 - (2) Operating
 - (3) Administrative and other
 - (b) Number of tons received from shippers for carriage by air.

About the same time that the CAB came out with its proposed addition to the Economic Regulations, National Airfreight Forwarders, Inc., of Detroit, calling itself "a rate war casualty," ceased operations. In an unusually candid letter, Allen Dean, president of the NAF as well as of the Air Freight Forwarders Association, asserted that "the four months' trial period of operation has produced more than two million pounds of traffic, but the fighting rates instituted by the passenger airlines have destroyed all opportunity to operate without unwarranted losses." Dean accused these airlines of publishing the new rates "for the purpose of destroying the freight carriers and the freight forwarders," and said that the CAB could have stepped in to prevent it.

"Indeed," he said, "it was obviously the Congressional intent to prevent such destructive tactics because the Civil Aeronautics Act of 1938 gave the CAB the power to suspend the application of such rates, inquire into their lawfulness, and prescribe lawful rates for the future. However, the Board has avoided meeting this responsibility.

"We predict that destruction of the present air freight industry (carriers, forwarders, and terminals) will be the result. It is unfortunate that the Board does not know what is happening throughout the country—passenger airline stations glutted with shipments they lack capacity to move; freight carriers unable to risk capital for expanded operations and new equipment that the shipping public badly needs."

(On the same day that Dean made his statement, the CAB suspended for three months the proposed extensions of air cargo rate reductions by certain airlines. However, the rate cuts of October 5, 1947, remain in effect.)

The NAF head said that his firm is not broke, but that it refused "to operate at a loss without being able to discern a future time when costs and revenues might become equal." He said that the present structure "holds no such hope with existing planes operating at any reasonable volume."

Contrary to certain unfounded rumors, the Detroit Airfreight Terminal at Detroit-Wayne Major Airport is continuing operations. The terminal company has been sold to a new group headed by Richard D. Brooks and Howard F. Smith, Jr. Support came from the Flying Tiger Line, Willis Air Service, Slick Airways, and Flamingo Air Service.

Under the new arrangement, the terminal will be totally divorced from forwarding operations. It will act as agent for carriers, keep station accounts, load and unload aircraft, provide pick-up and delivery service, and offer all terminal facilities.

Free Booklet

You'll like REA's new booklet, *An Aeronautics of Air Express*, which contains reproductions of prints and drawings showing the early conception of air travel and air cargo, as well as later photos showing air express as it was and is today. Do you want a free copy? Merely write: Special Service Department, AIR TRANSPORTATION, 10 Bridge Street, New York 4, N. Y.

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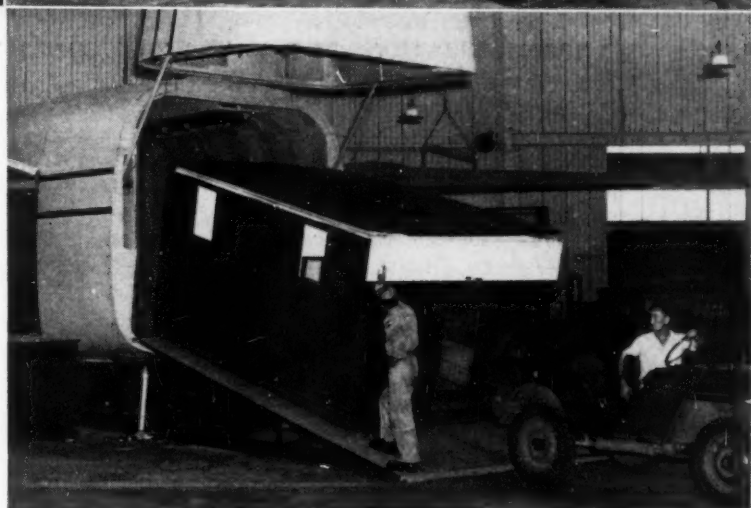
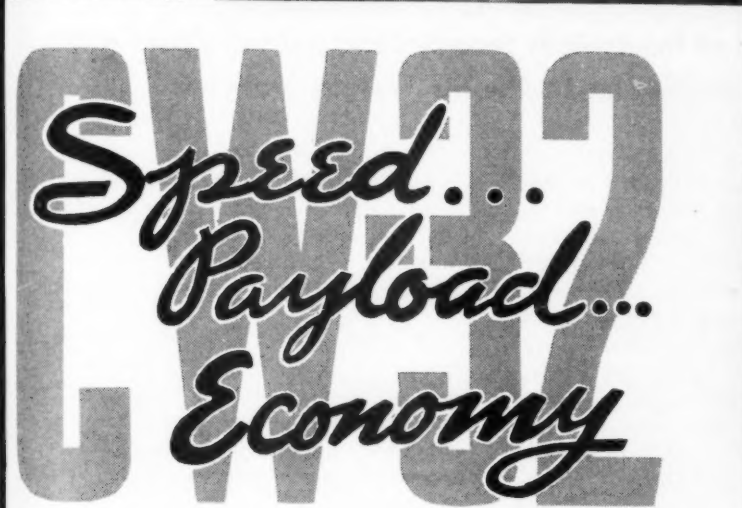
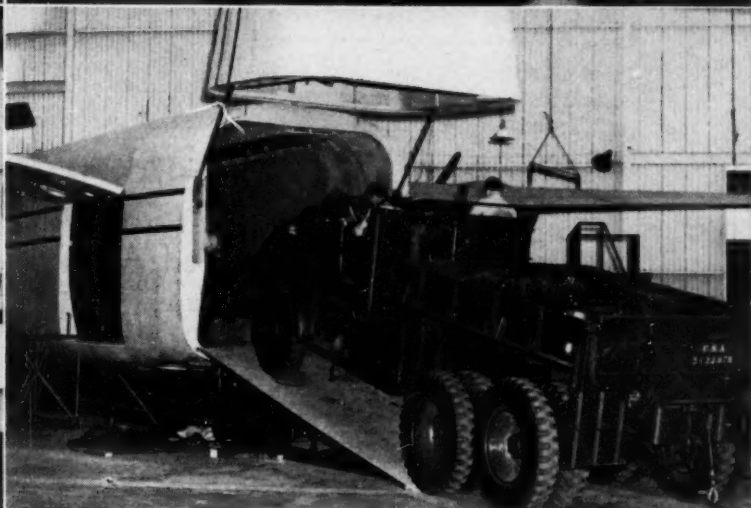
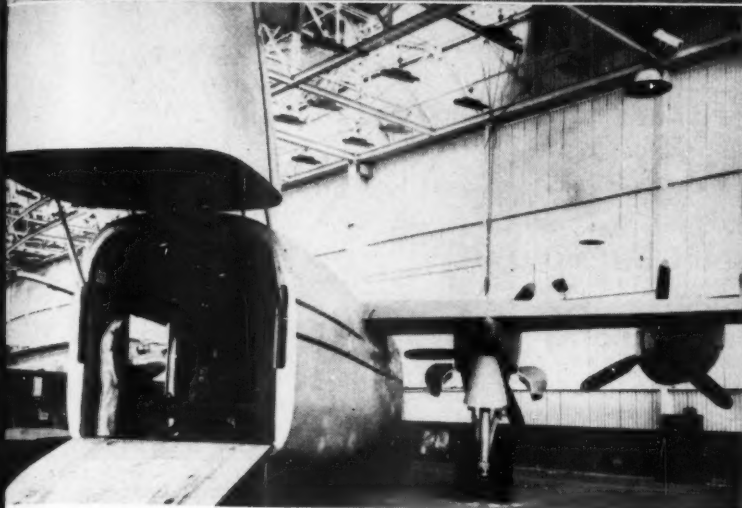
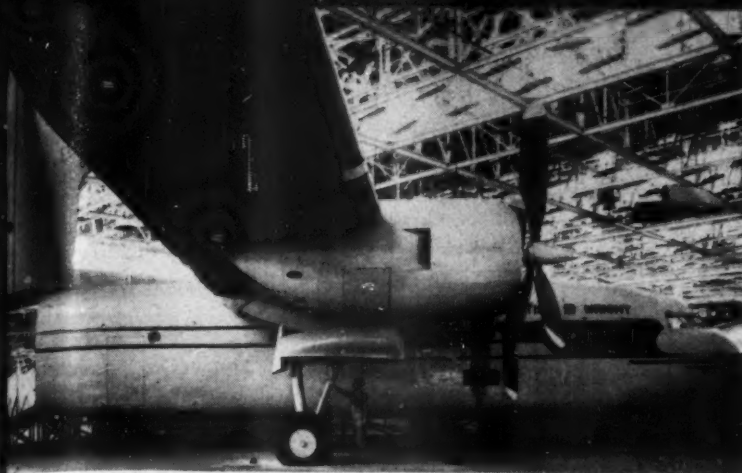
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That's Curtiss-Wright's CW-32, the first airfreighter to be designed since the close of the war; and air freight carriers are reported to be looking at this new ship with plenty of respect.

The plane was designed by specifications set by both military and commercial aviation experts. Result: it will be able to carry single units of cargo up to 48 feet long, nine feet wide, and weighing as much as 32,000 pounds.

According to its engineers, the CW-32 should be able to deliver a ton of cargo coast-to-coast at a direct flying cost of \$112.

Special features of this sky truck include high wing design, permitting a 30-foot highway trailer truck to drive alongside under the wing and discharge cargo directly into the plane through side doors at truck bed height, thus slicing loading and unloading time . . . propellers which also function as air brakes, enabling the ship to stop quicker and to back into and pull out of loading docks . . . a hinged tail section which opens upward hydraulically.

Overall length of the CW-32 is 89

feet. Cargo hold is 61 feet long and has a 4,800 cubic foot capacity. Tail is 32 feet above the ground; and the wing, if stood on end, would equal the height of a 10-story building.

Says Curtiss-Wright:

"An airplane from the design being used in the demonstrations could be built in 12 months from the time orders justify its production. The biggest obstacles the big sky truck will have to hurdle are the present cuts in military appropriations and the reduced state of airline finances."

The mock-up pictures of the CW-32 (above) tell the rest of the story.

The Freight Forwarder's Stake in the Sky

By JOHN W. MOORE

Chief, Non-Scheduled Air Transport Bureau

Port of New York Authority



TRANSPORTATION circles have evidenced widespread interest in the Air Freight Forwarder proceeding before the Civil Aeronautics Board. This proceeding on which numerous hearings have been held since last January involved applications for certificates of public convenience and necessity granting the right to carry on an air freight forwarder business or in the alternative for exemption from the necessity of obtaining such certificates.

It may be asked why, when the air freight forwarder owns no aviation equipment and does not actually fly airplanes, he should be subject to the jurisdiction of the CAB. It is well established, however, that air freight forwarding is air transportation within

A discussion of the freight forwarder's potentialities and responsibilities in the air freight industry

the meaning of the Civil Aeronautics Act; that to engage in this service without a certificate of public convenience and necessity or specific exemption from the requirement of obtaining such a certificate is unlawful; and that the Board has the power to exempt freight forwarders from such provisions of the act as they think proper. The proceeding must determine what amount of regulation of the air freight forwarder will be best for the public and for the air transportation industry.

The importance of this proceeding to all who are in any way connected with air transportation cannot be overstressed. Until forwarders learn on what terms they may forward air freight and with what regulations they must comply, their services which have been so important in other fields of transportation cannot be expected to be fully developed in the promotion of air freight business.

A principal issue before the Board in this proceeding was the need for and economic desirability of air freight forwarder services. Carriers of all types employ rates graduated according to the volume of freight which is tendered for shipment at any one time. Thus, in railroad practice, carriers offer less-

carload rates with a minimum charge for small shipments and offer a carload rate for shipments with varying carload minimum weights. Similarly, water carriers offer volume rates, and the truckload and less-truckload rates of motor carriers are well known.

All carriers find it more profitable to handle the larger shipments than the small shipments, otherwise there would be no justification for lower rates on larger shipments. The air carrier is no different than any other carrier in this respect.

The forwarder, because he is in a position to accumulate a great number of small shipments and devote his energies and his operations exclusively to that endeavor, can usually handle all the incidents of transportation in connection with small shipments more efficiently and, consequently, at a lower unit cost than can the carrier. Part of the saving which the forwarder's operation makes possible is passed on to the shipper and part is retained by the forwarder to cover his overhead expenses and profit. Evidence that freight forwarding is an important and useful economic function is found in the great number of companies engaged therein. There are 820 freight forwarders listed

The Civil Aeronautics Board has under consideration a proposed addition to the Economic Regulations, to be known as Section 292.6. The proposed section would establish a classification of carriers to be designated as Non-Certificated Indirect Cargo Carriers.

For the complete text of this proposed section, which vitally affects the air freight forwarding industry, turn to Page 25 in this issue.

in the telephone books of New York, Philadelphia, Chicago, San Francisco and St. Louis. The distribution by cities is as follows:

New York	466
Chicago	159
San Francisco	77
Philadelphia	70
St. Louis	48

Until most recently, the air freight tariffs of the scheduled airlines carried rates on shipments weighing 3,000 pounds or more considerably lower per hundred pounds than the rates for shipments weighing less than 3,000 pounds. The scheduled air carriers also assessed a minimum charge for small shipments—i.e., shipments weighing less than 25 pounds.

The new tariffs filed by the scheduled carriers, effective August 1st, published reduced rates on practically all shipments, but the volume rate is now based on 16,000 pounds instead of 3,000 pounds. A minimum charge is still assessed for small shipments—i.e., shipments weighing less than 25 pounds.

Typical Savings

An example of savings to shippers which might be effected if the forwarders were allowed to operate under reasonable regulation can be found in the hypothetical case of a 3,000 pound ship-

Economic Feasibility of Air Freight Forwarding of Small Shipments Between New York and San Francisco Over the Lines of Scheduled Air Carriers

Charge for one 10-lb. shipment via air freight from New York and San Francisco (airport to airport)	\$7.25
Charge for pick-up and delivery of 10-lb shipment	2.00
Total	\$9.25
Charge for 300 10-lb. shipments via air freight from New York to San Francisco (Includes pick-up and delivery)	\$2,775.00
Charge for 3000-lb. shipment via air freight (made up of shipments weighing not more than 25 lbs. each) (airport to airport) @ \$26.00 per hundred weight, New York to San Francisco	780.00
Possible margin for air forwarders	\$1,995.00

ment consisting of 300 10-pound packages moving between New York and San Francisco. The airlines would make each single 10-pound shipment subject to a minimum charge of \$9.25. The forwarder consolidating all of these 10-pound packages would send them forward as one 3,000 pound shipment, thus eliminating 300 minimum charges. The tabulation on this page shows the economic feasibility of air freight forwarding in this hypothetical case.

In this hypothetical case the air forwarder has a margin of \$1,995 or an average of \$6.65 per shipment to cover the cost of receiving, sorting, consolidation, transportation to and from airport, disassembly, local delivery, billing, paper work and profit.

Considering that as recently as May, 1946, the Railway Express Agency published a local tariff for New York City under which they would pick up, sort, deliver and perform all paper work in connection with shipments weighing less than 25 pounds for 25 cents, it is obvious that there is ample room for the air freight forwarder to perform the necessary service in connection with the consolidation of air freight with mutual advantage for himself and the shipper.

Since air freight forwarding is a new activity, there are no specific studies showing the cost of operation. However, data on the costs of package consolidation by comparable agencies indicate that they are far less than the spread between small package versus

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large volume air freight rates. For instance, the consolidation cost of the REA (including expedited physical handling, accounting, advertising, insurance and loss and damage) varied from 74 cents to 89 cents per air express shipment from 1933 to 1941.

While expansion of forwarder consolidation would reduce per ton revenue to the airlines, it would also reduce their costs and expand their volume. Actual savings in clerical costs by consolidation are substantial. The clerical portion of terminal and station costs of the REA on less-carload traffic for 1933, according to the Merchandise Traffic Report of the Federal Coordinator of Transportation, was \$6.22 per ton. Assuming that the average rail express shipment at that time was 30 pounds, this would mean a cost of nine cents per shipment. The cost at the present time must be substantially higher. Consolidation of 300 10-pound shipments into one 3,000-pound shipment would save upwards of \$27 in this item alone.

Liberal Policy

In consideration of the many benefits which adequate freight forwarder service would provide to the shipping public and to the air freight industry, The Port of New York Authority has urged

The Author

John W. Moore came to The Port of New York Authority as traffic manager for air transport, from the Airplane Division of Curtiss-Wright, where he aided in the preparation of the widely-circulated report *Air Transportation in the Immediate Postwar Period*. A native New Yorker, he received his A.B. degree at Fordham University in 1934, and later attended the Academy of Traffic. Mr. Moore formerly served as assistant traffic manager for the W. T. Grant Company. Since joining the Port Authority in 1944, Mr. Moore has conducted numerous studies on the air traffic potential of the New York district. These studies formed the basis of the Port Authority's request for additional domestic and international air routes serving New York. In this connection he has made frequent appearances before the Civil Aeronautics Board.

the CAB to adopt a liberal policy in dealing with applications by air freight forwarders. The Board, of course, must strike a balance between regulations sufficiently stringent to insure the shipping public air freight forwarder service on fair and reasonable terms and still not so onerous as to stifle air freight forwarders during this developmental period in their efforts to provide economical, flexible, and expedited service.

No one, to our knowledge, has seri-

ously urged that air freight forwarders should be entirely free from regulation. It is important, however, to the well-being of this infant industry that whatever regulation is imposed be consistent with proper development of this emergent industry and held to whatever minimum will protect the public interest.

One thing is certainly true and that is that the air freight forwarders should be relieved of the costly necessity of proving public convenience and necessity. Technically, applicants for certificates of public convenience and necessity require the preparation of lengthy and costly exhibits, the retention of counsel familiar with the Board's regulatory practices, and attendance at a public hearing involving considerable time and expense.

Freight forwarding is not a natural monopoly and has much more the characteristic of private competitive business. The considerations of public policy which require limitation of the number of direct air carriers, such as airlines, through grants of exclusive rights are obviously not applicable. The public interest cannot be harmed in the same way by the financial failure of a freight forwarder whose investment is

(Concluded on Page 35)

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On the NON-SCHEDULED Front

Notes and jottings on the latest activities of the non-scheduled airlines in the United States

YOU have the word of the Civil Aeronautics Administration for this: there are 2,006 firms operating 4,439 planes and employing 8,488 pilots under Part 42 of the Civil Air Regulations for non-scheduled air carrier operations in the United States. (These figures are as of Sept. 30, 1947.) The extent of conditions in the industry is indicated by the fact that the June, 1946, issue of AIR TRANSPORTATION reported the existence of 2,730 nonscheduled lines, flying 5,529 planes. No personnel figures were given at the time. The latest statistics therefore show a decrease of 27 percent in the number of nonscheduleds and 20 percent in the total aircraft operated in an approximate 15-month period. In issuing its report, the Non-Scheduled Operations Division of the CAA said:

"The survey reveals that non-scheduled operators are carrying everything from orchids, ripe bananas, and baby chicks, to corpses. . . . Operations vary widely in size and purpose. A rich New Yorker sometimes rents out his one

private amphibian for charter trips. The Flying Tigers, composed of pilots who flew in China during the war, are operating a large fleet of two- and four-engined transports, and hold one contract for flying freight in large amounts across the Pacific. Trans-World Airline, besides holding its certificate for scheduled operations, also holds a non-scheduled certificate and lists 20 Constellations as its equipment. In between are all kinds of operations using all types and makes of planes. Transportation of prisoners, deportees, migrant labor, seasonable fruits and vegetables, sea food, and wearing apparel for a quick market, has also become important in non-scheduled operations. . . ."

All of which is hardly new, even though it comes from the CCA.

AIR TRANSPORTATION publishes at regular intervals the most extensive list and breakdown of domestic non-scheduled airlines. The last one published appeared in the June, 1947, issue. It is now in the process of revision and scheduled for early publication here.

Meanwhile, accompanying this article is a condensed table showing a number of non-scheduled operators, the number and types of planes they operate, and the number of pilots they hire.

The news of the grounding of 42 irregular air carriers, late in October, managed to get in under the deadline of last month's issue; but the listing of these airlines was left for this edition. Although it is known from unofficial sources that several suspensions have been lifted since the original order (Meteor Air Transport, Transocean Air Lines, and Skyways International are among these lines), the list follows in full, for the record:

Airlines Transport Carriers; American International Airways; Arctic-Pacific; Arnold Air Service; Aviation Maintenance Corporation; Barnes Aircraft; Calasia Air Transport; Capitol Airways; Caribbean American Lines; Central Flying Service; Chesapeake Airways; Coastal Cargo; Consumers Airlines; Davis Airways; A. Dieterle; Eastern Aviation; Gulf Airways; Gulf and Western Airlines; International Air Freight; Johnson Flying Service; Magnolia Airlines; Maine Air Transport; Paul

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The above-mentioned airlines were grounded for not having complied with the CAB's Economic Regulations. However, it is understood that there has been a general rush to do so since the surprise order came through.

Other news of the nonsked industry follows:

• **California Eastern Airways:** The widely touted Cal Eastern-Slick merger has not gone through. According to Alvin P. Adams, chairman of the board, "a number of obstacles developed in the discussion stage, and complications arising in connection with the registration of \$1,500,000 Slick debentures were the basic cause for ending the negotiations" . . . J. J. O'Brien has resigned his posts as president and director of the airline with the explanation that he had received an offer from another company which he could not afford to turn down. O'Brien was one of the original founders of the airline . . . Alfred S. Lee has been appointed Eastern Division superintendent with headquarters at Newark Airport, and Ray Moore has been named Western Division superintendent with headquarters at Oakland Airport. They report to Allan Barrie, vice president-operations . . . The Traffic Department has been redesignated as the Ground Operations Department. George Pell is at its head . . . Another DC-4 cargo plane has been added to Cal Eastern's fleet.

• **Flying Tiger Line:** Nonstop air freight service from Southern California to Chicago and New York markets is now offered in 8½ and 13 hours respectively. Departures from Lockheed Air Terminal are every evening, Monday through Friday. Arrivals in Chicago are in the morning, and in New York at noon . . . The Flying Tigers have adapted the railroad boxcar method of sealing to airline operations. Good idea and worthy of copying by other airlines . . . George T. Cussen, traffic manager, has been appointed assistant to the president.

• **Santa Fe Skyway:** Fred G. Gurley, president of the Atchison, Topeka and

Non-Scheduled Operators	CAA Regions									Total
	1	2	3	4	5	6	7	8	9	
Using multi-engined planes, 10,000 lbs. up	8	6	4	17	9	23	12	15	4	98
Using multi-engined planes under 10,000 lbs.	17	6	50	56	26	22	11	5	5	198
Total using multi-engined planes	25	12	54	73	35	45	23	20	9	296
Using single-engined planes	320	238	281	308	275	126	139	14	1	1702
Total Operators..	345	250	335	381	310	171	162	34	10	1998
Using Seaplanes or *amphibians	50	17	39	11	7	5	14	22	1	166
*Using helicopters ..	1	0	1	0	0	0	0	0	0	2
Aircraft										
Multi-engined, 10,000 lbs. up	26	98	6	70	135	67	27	33	17	479
Multi-engined, under 10,000 lbs.	23	14	75	77	34	29	19	11	15	297
Total multi-engined..	49	112	81	147	169	96	46	44	32	776
Single engined	594	594	623	730	457	248	312	104	1	3663
Total Aircraft....	643	706	704	877	626	344	358	148	33	4439
Multi-engined sea-0) planes or amphibians	11	1	1	0	0	2	2	7	1	25
Single-engined sea-0) planes or amphibians	58	17	40	15	7	5	14	53	0	209
0) Helicopters	4	0	1	0	0	0	0	0	0	5
Operations authorized by CAA										
U.S. incl. Possessions and Territories ...	11	8	6	20	4	13	16	4	0	82
Foreign	20	5	23	48	7	20	33	16	0	172
Contact Night	34	23	52	78	34	45	28	15	5	314
Instrument Day	37	24	52	85	28	44	26	15	1	312
Instrument Night ..	20	11	30	45	20	35	20	15	1	197
Pilots Employed										
Totals	1065	1444	1017	1377	1278	645	605	185	82	8488
* Included in total operators 0 Included in total aircraft										

Santa Fe Railway, recently highlighted the rail-air integration question in a particularly strong statement before the President's Air Policy Commission. According to Gurley, the certificated airlines "cannot provide the intensive development and close coordination which is necessary to extend the benefits of air freight service to the smaller communities." He said that "the certificated airlines before the war had an opportunity to establish air freight services as such services are known today, but they failed to take advantage of the opportunity, preferring to concentrate their

efforts on a de luxe passenger service and carriage of the mail and air express at very high rates." Gurley charged that these certificated airlines might still be "indifferent" to the carriage of freight "were it not for the surprising public demand revealed through the activities" of the non-skeds.

"One of the factors which has retarded the development of air freight service," the Santa Fe head declared, "has been the failure of the airlines to establish the extensive ground organization and facilities

(Concluded on Page 35)

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GLOBAL TICKER

(Continued from Page 18)

Financial Committee: For one-year terms, C. D. Cowie, Trans-Canada Air Lines; G. Delclaux, Air France; M. Van Pelt, KLM Royal Dutch Airlines; L. R. Gilleran, Trans World Airlines; L. S. Holstad, Northwest Airlines; and H. D. Starr, American Overseas Airlines; for two-year terms, P. Brabant, Sabena; E. Larson, SILA; J. S. Woodbridge, Pan American; R. C. Atherton, British Overseas Airways Corporation; J. S. Moran, Aer Lingus Teoranta; and J. C. Younkens, Panair do Brasil.

Technical Committee: For one-year terms, A. C. Campbell-Orde, BOAC; Andre Priester, Pan American; J. T. Dymont, Trans-Canada; J. K. Christie, Norwegian Airlines DNL; W. C. Lawrence, American Overseas; R. H. Redpath, SILA; J. T. Shannon, Panagra; C. C. Steensma, KLM; for two-year terms, K. R. Ferguson, Northwest; J. M. Hodgson, Philippine Airlines; K. H. Larson, A. B. Aerotransport; Major J. de Meiss, Swissair; F. A. Rocha, Cruzeiro do Sul; J. C. Kelly-Rogers, Aerlinde Eireann; C. P. Springer, TWA; and M. H. Ziegler, Air France.

Traffic Committee: For one-year terms, R. O. Bullwinkel, Northwest; E. O. Cocke, TWA; E. Gloersen, DNL; R. E. Deichler, American Overseas; S. K. Kooka, Air India; for two-year terms, R. D. Stewart, BOAC; Otto Breyer, Cruzeiro do Sul; H. Harman, Qantas Empire Airways; Gamal el Dine Kotby, Misr; Colonel G. S. Leverton, South African; P. Beck-Nielsen, Danish Airlines DDL; L. Schoevaerts, Sabena; W. G. Lipscomb, Pan American; P. Lawton, British European Airways; G. R. McGregor, Trans-Canada; H. Watson, British South American Airways; and Dr. C. C. Liang, CNAC.

Newest IATA members are: British Commonwealth Pacific Airlines, Central African Airways, Compagnie Belge de Transports Aeriens, Empresa Transportes Aerovias Brasil, and Aerlinde Eireann. Lloyd Aereo Boliviano was admitted as an associate member.

Colombia has become the 44th member state of the International Civil Aviation Organization. . . Arthur R. McComb, well-known Australian aviation pioneer, is the new deputy secretary general of ICAO.

FINLAND

Aero O/Y has started a daily schedule between Helsinki and Stockholm. This route is operated jointly with the Swedish

airline, A/B Aerotransport which also inaugurated a daily service on the same day. Both lines use DC-3s.

INDIA

Indian National Airways has inaugurated a daily nonstop Calcutta-Rangoon service. Viking equipment is used on this run.

POLAND

Poland and Yugoslavia have concluded an agreement for air services to be operated between Warsaw and Belgrade by Polskie Linie Lotnicze (LOT). The airline recently acquired several SE-161 Languedocs for use on new routes to the Near East, Balkans, and Central Europe.

RUSSIA

Aeroflot has opened a new service link-

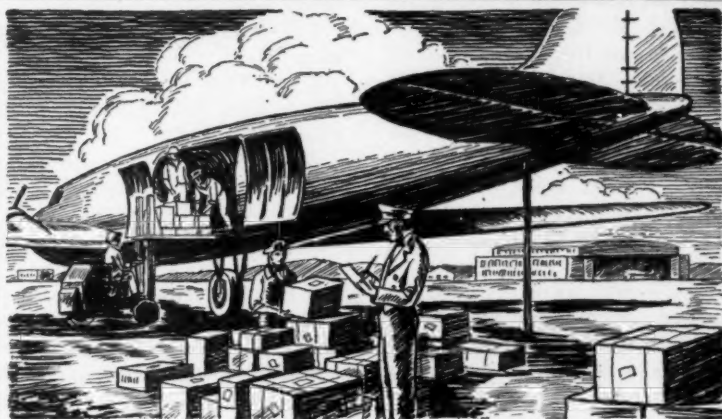
ing Moscow with Kabul, Afghanistan, via Tashkent. Stopover in Kabul is from 24 to 48 hours.

SWEDEN

Swedish Air Lines (ABA) reports that it will open its Rome office this month . . . United States Navy radar equipment will be installed on trial at Bromma Airport.

KLM Passenger Mark

According to Civil Aeronautics Board statistics for transatlantic carriers covering the January-June period, KLM Royal Dutch Airlines operated with an average of 29.1 passengers per flight. Its nearest competitive airline averaged 26.9 passengers per flight.



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P.S.—THE TRIP WAS FINE

(Continued from Page 17)

is turned on now. The cattle do not drink much. They have no air conditioner here. The best I could do is to open the doors and get the aircraft turned so the wind will blow more or less into the open doors. The airport manager is scared to turn the aircraft much for fear the army will take exception to its not being parked properly.

Some of the cattle have become tangled and have had to be straightened out again. There is no vet. They have tried to get one, but there is none available. It probably doesn't matter because I don't think the cattle are really in a bad way. Airport manager for Pan Am insists that cattle will have to be unloaded. The chief mechanic who is working on the engine job has shown me a crate he was going to use on their fork lift to load race horses. I don't like the design, but it might do if worst comes to worst.

Mike and I both have severe headaches, nausea, and dizziness from flying so long at a stretch. We have taken showers in a crude place they have there. No hot water! Borrowed some Panair coveralls and threw my own clothes away. They stank horribly. When the crew left the ship to go to the mainland they took with them my black suitcase. We had them radio after it and promise to bring it back.

4:04 p. m.—Sun is going down. It is quite cool.

8:30—Have finished putting calves to suck and stripped out Ella and milked just a bit from Mae. By babying and petting the heifer Mercedes I persuaded her to drink a bucket of water, the first since she left Toronto. Yet she seems and looks quite well.

9:20—Shaved and brushed teeth and had a hot supper—all of these for the first time since Friday morning.

9:45—Going to try to get some sleep

sitting in a radio operator's chair aboard the plane. Mike has gone into Rio.

11:20—Woke and checked the cattle over to make sure they were all right.

MONDAY

1:50 a. m.—Woke to find that during my sleep they have turned the aircraft so that she is not set right for the wind to come in the door at the rear. The wind has almost died down to nothing, however, so this doesn't matter particularly.

5:50—Wakened by Mike returning from Rio.

6:20—They have started up the new engine after some difficulty, but have it running smoothly.

6:50—Watering the cattle again, preparatory to trip to Buenos Aires.

7:45—Finished watering.

7:55—Started and are running up new engine for second time.

8:15—New engine suddenly springs a bad leak in an oil line as the propeller feathering is tested.

9:20—Oil line mended. Starting another run up. The Pan Am manager demands that we unload the cattle if this test fails. I am afraid to trust the lift arrangement they have and tell him so.

10:15—Aircraft is taxiing out for a test flight. They have had some controversy about leaving the cattle on board during the test hop, but finally decided that they could.

10:30—The aircraft has returned without testing. The oil pressure is too high in No. 1 engine.

11:30—Have begun preparing lift and crate to unload cattle, but aircraft is now ready for another test flight.

10:40—Aircraft is airborne for test flight. Mike and I are staying behind.

1:30 p. m.—Aircraft has returned and is pronounced serviceable. Have

fed both calves and milked out Pet partly and Ella completely. The captain is only waiting now until they get the oil pressure adjusted.

2:05—Airborne from Galeao field for Porto Allegre.

2:50—Lunch. First food today.

4:40—Fed a bale of hay.

6:30—Landed Porto Allegre in pitch darkness and haze. Opened rear doors. Very hot in fuselage though cool outside. Mobs of people try to get into the aircraft as soon as the doors are opened. The odor in the aircraft is now terrific and the ammonia so strong that one can hardly see.

7:25—Airborne Porto Allegre. Starting to feed calves again.

7:45—New calf sucked some, but seems pretty exhausted. Probably the heat. Did not feed the older calf. Ella had very little in her udder so I did not milk her.

10:45—Landed at Buenos Aires, Argentina.

REFERENCE GUIDE TO PREVIOUS ISSUES

At regular intervals, AIR TRANSPORTATION publishes lists and other information of a specialized nature as a service to its thousands of readers. The following is a handy guide to this information which has appeared in this magazine in the past year.

May, 1947.....	Texts of Sections 292.1 and 292.5, Economic Regulations.
June, 1947.....	United States Irregular Air Carriers and Non-Certificated Cargo Carriers.
August, 1947....	Holders and Applicants of Certificates of Public Convenience and Necessity.
October, 1947 ..	Foreign Airlines of the World.
October, 1947....	IATA-Recognized Foreign Freight Forwarders.
October, 1947....	Airline Distances Between Major Cities of the United States.
November, 1947..	Landing Fees for Aircraft.
November, 1947..	Scheduled Airlines of the United States.
December, 1947..	International Air Express and Mail Tables.
December, 1947..	Text of Proposed Section 292.6, Economic Regulations.



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UNITED AIR LINES
AIR FREIGHT SERVICE

THE FREIGHT FORWARDER'S STAKE IN THE SKY

(Continued from Page 30)

limited and usually private, as it can be by the financial failure of a carrier, the safety of whose investment is a matter of public concern. On the other hand, the forwarders, by offering air transportation of property at lower rates than are otherwise available, can generate additional traffic not previously moving by air.

We feel that an exemption order authorizing the conduct of air freight forwarding without the necessity of proving public convenience and necessity should be issued to any applicant who can show that he is fit, willing, and able to perform air freight forwarder service. This will avoid limiting the number of those who may engage in air freight forwarding at a time when the field is in its infancy.

Regulating the Forwarder

There are, however, a number of other regulations applying to carriers generally with which the forwarder should be made to conform. An example of this would be the duty of the air freight forwarder to offer transportation service without unjust discrimination upon reasonable demand; to comply with such provisions as may be set up by the Board for the reporting of revenues and traffic; and to be subject to the Board's general investigatory powers.

In summary, we believe that initial regulations of air freight forwarders should conform to the following pattern:

1. Keep initial regulations at a minimum, so as to avoid hampering the development of this emergent industry.

2. Require no certificates of public convenience and necessity, but rather exempt freight forwarders

from the provisions of Section 401, requiring certificates of public convenience and necessity.

3. Exempt freight forwarders from the other provisions of Title IV relating to economic regulations, except the following:

- (a) Section 402 requiring foreign air carriers to obtain permits.
- (b) Section 403 relating to the filing and observance of tariffs.
- (c) Section 404 relating to the furnishing of service without discrimination.
- (d) Section 407 relating to the keeping of accounts and the filing of reports with the Board.
- (e) Section 411 forbidding unfair competition.
- (f) Section 412 requiring filing with approval by the Board of agreements affecting air transportation.
- (g) Sections 410, 414, 416, should of course apply to freight forwarders, but because of their nature they need no special mention or discussion.

4. That each applicant for an exemption order establish that he is fit, willing and able to perform the service of a freight forwarder.

This would mean that, initially, applicants wishing to operate as air freight forwarders would, upon a showing of their fitness and ability to provide such service, be granted an exemption authorizing the conduct of such operations, subject to the requirements listed above.

ON THE NON-SCHEDULED FRONT

(Continued from Page 32)

necessary for the handling of air freight traffic. A railroad, such as the Santa Fe, has thousands of employees who are thoroughly experienced in this phase of transportation. It has the freight stations, terminal facilities, and other equipment perfected over years of experience in providing essential freight service. If permitted to operate as a common carrier by air, the Santa Fe could coordinate its air service with its 8,900 route-miles of truck service and 13,000 miles of railroad extending from the Great Lakes through the Southwest to the Gulf of Mexico and the Pacific Coast. Through this coordination it would be in a position to provide door-to-door air freight service in its territory, not only serving the larger cities, but also extending the benefits of air speed to many additional points which lack adequate air-

port facilities, or are too small to support direct air service."

Rail-air integration, Gurley told the commission, "could provide not only improved service but more economical service." He added that "railroads and other surface carriers interested in entering the air field can furnish the necessary capital to finance the development of air transport without continued reliance on governmental subsidies."

• **Slick Airways:** Samuel R. Milbank, a New York investment banker, has been named a member of the board of directors. He is a former Navy officer . . . August J. Schmitt, former cargo sales manager for Alaska Airlines, has been appointed Dallas district manager. A 20-year veteran of the transportation business, he has also been connected with American Airlines.



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What Part Shall Freight Forwarders Have in the Development of The Air Freight Industry?

PART V

D. FORWARDING BY AIR AND THE FREIGHT FORWARDER LEGISLATION

Several of the earlier bills introduced to regulate freight forwarders took cognizance of possible air operations of freight forwarders. The bills S. 210 and H.R. 3684, heretofore discussed, as introduced made no mention of such possibilities. S. 210, as passed by the Senate, permitted the forwarders to use the services of "air carriers operating under the Civil Aeronautics Act of 1938, provided that the published tariff rates are paid for all services rendered in accordance with rules and regulations of the Civil Aeronautics Board." The House Committee, in revising S. 210, apparently accepted the determination of the Board that those indirectly engaged in air transportation were air carriers. Under Section 418, forwarders were permitted "to employ or utilize the instrumentalities or services of . . . air carriers subject to the Civil Aeronautics Act of 1938, as amended." However, the bill provided amendments to the Civil Aeronautics Act in the following language:

"Section 4. (a) The first sentence of subsection (b) of Section 1003 of the Civil Aeronautics Act of 1938, as amended, is amended to read as follows:

"Air carriers may establish reasonable through service and joint rates, fares, and charges with other common carriers; except that with respect to transportation of property, air carriers not directly engaged in the operation of aircraft in air transportation (other than companies engaged in the air express business) may not establish joint rates or charges, under the provisions of this subsection, with common carriers subject to the Interstate Commerce Act."

"(b) Subsection (b) of Section 412 of the Civil Aeronautics Act of 1938, as amended, is amended to read as follows:

"Approval by Authority

"(b) The Authority shall by order disapprove any such contract or agreement, whether or not previously approved by it, that it finds to be adverse to the public interest, or in violation of this Act and shall by order approve any such contract or agreement, or any modification or cancellation thereof, that it does not find to be adverse to the public interest, or in

This outstanding article is based on a paper which appeared in full in *The Journal of Air Commerce and Law*.

By C. ALLEN ELGGREN

Secretary-Counsel
Challenger Airlines

violation of this Act; except that the Authority may not approve any contract or agreement between an air carrier not directly engaged in the operation of aircraft in air transportation and a common carrier subject to the Interstate Commerce Act, as amended, governing the compensation to be received by such common carrier for transportation services performed by it."

The apparent purpose of these amendments was to give to freight forwarders who may be solely authorized to forward by air—the Railway Express Agency excepted—the same status in their relationship with other common carriers, other than air carriers, that freight forwarders who have no air operations have with those carriers. It is submitted that the exception placed here for the Railway Express Agency, or evidently any other company engaged in air express business, is entirely too broad to accomplish that purpose. Universal Air Freight, whose operations have been discussed, would also be engaged in the air express business just as completely as the Railway Express Agency, with the exception of the contractual relationship between the air carrier and the forwarder. Unless a more definite wording replaces the present language, confusion will certainly follow.

E. THE CIVIL AERONAUTICS BOARD INVESTIGATION

The Board's Order Docket No. 2540, Re-Indirect Air Services in the Transportation of Property, dated September 26, 1946, reads:

"BOARD ORDER, Serial No. 5203, instituting an investigation into all matters relating to and concerning services of air carriers indirectly engaged in the air transportation of property, such investigation to include inquiry into the following matters:

(a) The question of whether the public interest requires the continuance, limitation, modification or revocation of the exemption order of March 13, 1941 (Orders Serial No. 941), by which Railway Express Agency, Incorporated, was and is tempor-

arily exempted from the provisions of Section 401(a) of the Act requiring a certificate of public convenience and necessity to engage in air transportation;

(b) The extent to which there is or may be a general need for air freight forwarder, air cargo forwarder, air express forwarder, or other similar indirect air carrier services;

(c) The type or types of operation best adapted to performance of the services required to meet such need;

(d) The extent to which the facilities of the various types of direct air carriers by air may or should be utilized by such indirect air carriers to meet such need;

(e) The extent to which the facilities of the various types of surface carriers may or should be utilized by such indirect air carriers to meet such need;

(f) The extent to which there is a need for classification of indirect air carriers, and the extent to which there is a need for subclassifications within such possible indirect air carrier classifications;

(g) The extent to which indirect air carrier operations should be subject to restrictions to prevent uneconomical competition, and the nature of any such restrictions;

(h) The extent to which existing requirements of law, or their application to such operations, can or should be modified;

(i) Whether or not certificates of public convenience and necessity should be required for such operations, whether a general exemption order should be entered, or whether special exemption orders should be entered; and if the exemption order technique should be utilized by the Board, whether such action should be taken under Section 1 (2) or Section 416 of the Act, and the nature and type of any such exemption orders;

(j) The provisions of Section 408 of the Act in their application to indirect air carriers of property;

(k) The extent to which indirect air carriers of property should, in the public interest, be affiliated with any other carrier or carriers;

(l) The terms, conditions and limitations which should be attached to any certificate or exemption issued to engage in such services.

It is believed that the material discussed in the foregoing pages of this article may suggest answers to a number of the above problems.

1. The Railway Express Agency

The Board certainly will want to consider the pioneering efforts which Railway Express Agency has expended

in making a determination on this point. There would seem to be no question of granting an exclusive right to the Express Agency, since that question has been resolved. Whether the Express Agency should receive a certificate, or some modified authority, to continue its operations on the airlines of the country should be decided in the scheduled competitive hearing with other forwarders desiring to expand their operations to air transportation. The Express Agency, as far as the air carriers are concerned, should not receive preferential treatment. It has the advantage of being a going concern in the shipping of property by air with the disadvantage of ownership by the railroads of the country. Placed on a competitive basis in air transport business, the Express Agency will be forced to render a competitive service or retire from the field.

2. The Need for Air Freight Forwarding

The Board will have a host of material from which to draw. This material has been touched on in the foregoing discussion. In addition, the freight forwarding industry has much operating data which will undoubtedly be submitted to the Board.

Mr. Paul C. Kelly of the American Retail Federation, Washington, D. C., in a hearing before Congress made the following statement:

"Many retailers use freight-forwarder services. Slower deliveries would require retailers to carry more stock and would require additional capital for the goods which are in transit. Slow deliveries would also cause fewer reorders for seasonal merchandise, especially at the tail end of the season. This not only would reduce the sales and profits of retailers but would also cut down the output of the producer and, therefore, reduce the earning power of labor and the sale of raw materials.

"On the other hand, if the retailer's goods were shipped by express, his transportation costs would be more than doubled. There are no accurate figures on the possible amount of this increase, but we have estimated, and I believe conservatively, that this increase may amount to

more than \$100,000,000 annually. This amount represents between one-fifth and one-sixth of the retailers' profits for the past year, and during this year retailers' profits were less than two percent net of sales. This additional expense must naturally be reflected in the cost of the goods. Retailers cannot possibly absorb this sum. It must be passed on to the consumers in the form of higher prices. Thus, without freight-forwarder services, the consuming public as well as the producer and distributor would suffer."

The advantages to the public and to private industry, which Mr. Kelly states have come through freight forwarding operations via surface transportation, would be amplified if for-

warders were permitted to use air transportation.

Mr. Lea, in presenting the Conference Report on the Freight Forwarder Bill to the House, commented as follows on the usefulness of the freight forwarder:

"... The enactment of this bill will give the freight forwarders a legal status and place them in their proper relation to the transportation system of the country. Their true field of usefulness is not as a substitute for our regular common-carrier system, but as an auxiliary service which can supplement and improve the carrier supply of the Nation and frequently answer the needs of the small shipper which cannot otherwise be supplied."

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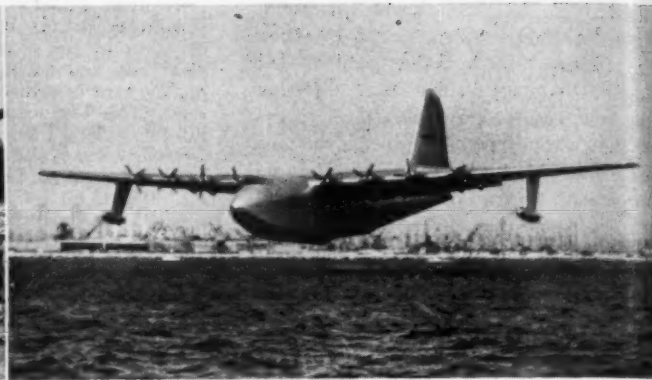
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An awful lot of faces were red in Washington when the 200-ton flying boat of Howard Hughes, focal point of a raging controversy, unexpectedly took to the air last month with the builder at its controls. The flight was an unscheduled one. Actually the press had been invited to Long Beach, California, to witness the giant plane's taxiing tests along the water's surface; but Hughes did the dramatic, and on its third run, lifted the ship into the air (right). The eight-engined plane flew one mile at a height of 70 feet. Take-off speed was 95 miles per hour, and the air speed 100 miles per hour. The photo at the left shows Hughes (wearing hat) atop his plane, using walkie-talkie to direct launching operations. The test runs and the unexpected flight came shortly afterward. P.S.: Senator Owen Brewster of Maine, who clashed bitterly with Hughes over the \$25,000,000 flying boat, called the flight "gratifying."

Mr. Wolverton, at this same time, in commenting in favor of the adoption of the legislation, stated:

"To an important extent the forwarder business is concerned with long-haul traffic which involves use of the services of more than one carrier with quite frequently of more than one type of carrier. Since shipments tendered to forwarders are customarily handled on their own bills of lading and since they are the only ones with whom the owner of the goods is in privity of contract, the actual carriers of the freight are not, or need not be known to

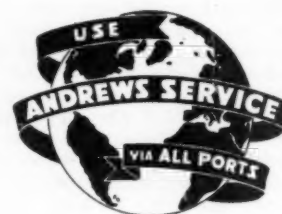
the shipper. Under this method of freight the forwarder assumes the entire responsibility to its shipper for the accomplishment of a complete transportation service, but then makes its own arrangements with carriers of its own choosing for the accomplishment of the actual transportation for it. The forwarder is thus free to select the type of carriage and the particular carriers whose services it will utilize, and the identity of the carriers used by a forwarder in the performance of a particular service may vary from time to time and even from day to day as it may find necessary to the prompt accomplishment of the transportation it has undertaken to provide. Being

free to offer service to the shipping public wherever it can obtain transportation service to enable it to effectuate its contracts, a forwarder can and does bring about a practical coordination of the transportation efforts of rail, motor, and water carriers in the movement of the higher grades of less-carload freight."

There are numerous other comments and facts indicating the usefulness of the freight forwarder, many of which have been mentioned in previous parts of this article.

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[REG. U. S. PAT. OFF.]

PAN AM has come through with rate reductions in volume shipments of air express to Alaska. General express rates from Seattle to Fairbanks have been cut from 28 cents to 22 cents per pound; and Seattle to Nome, from 37 cents to 32 cents. These rates are for cargoes 100 pounds or over.

The airline has also established new commodity (foodstuffs) rates on a 500-pound minimum basis: Seattle-Ketchikan, 12 cents per pound; Seattle-Juneau, 13 cents; Seattle-Fairbanks, 18 cents; and Seattle-Nome, 28 cents. On a 2,000-pound minimum level, the Seattle-Fairbanks rate is 15 cents per pound, and the Seattle-Nome rate 25 cents. PAA will also fly tools and equipment between Seattle and Fairbanks at 15 cents per pound, providing the minimum shipment is one ton.

Newest interline air cargo agreement is the one entered into by Pan Am and United Air Lines. This pact permits through shipment of air cargo between the 75 cities on United's nationwide and Frisco-Honolulu routes and the hundreds of points throughout the world served by PAA.

Are you shipping photo-flash bulbs by air? Beware! According to the General Electric Company, "recent experiments have shown that photo-flash lamps—with the exception of the 'speed midget' type—may be set off by high-energy short-wave electro-magnetic radiation such as that encountered from radar transmissions." The point is: in the interest of air safety, keep flash bulbs off planes.

KLM Royal Dutch Airlines has leased the entire ground floor (5,000 square feet) of a building at 248 Pearl Street, New York, for the handling and booking of air cargoes. The airline will occupy the space as soon as alterations have been completed.

All-cargo flights between Atlanta and Fort Worth have been inaugurated by Delta Air Lines. C-47s operate five days a week—Tuesday through Saturday—making intermediate stops at Birmingham, Jackson, and Dallas. On the Atlanta-Fort Worth run, the cargo plane leaves at 2:30 a.m. and reaches its final destination at 7:28 a.m. On the return trip, it takes off at Fort Worth at 12:01 p.m., arriving in Atlanta at 7:20 p.m. Delta also operates an all-cargo service, Mondays through Fridays, between Atlanta and Chicago, with Cincinnati as the intermediate stop.

American Airlines reports that during the January-September period of this year, it flew a record of 20,208,666 ton-miles of air cargo. According to F. D. Miller, AA's director of sales, more freight was carried in this nine-month period than during the whole of 1946. Air mail and air express figures also reached new highs. The air mail ton-mile figure was 5,214,254, and the air express ton-mile mark 3,523,431.

Customs personnel at LaGuardia Field are now operating under a new plan under which there are two eight-hour shifts. Formerly there had been a single shift (9 a.m. to 5 p.m.), which often required employees to work overtime. This overtime work occasionally required a continuous run of 30 hours' duty by a single man. The new arrangement has brought 26 additional inspectors to the staff, bringing the airport customs personnel to 75.

A smart move "to render an extensive and complete service to the shipping public as well as to air freight carriers" has brought into existence a new organization known as Air Freight Terminal Systems, Inc., with offices at 52 Broadway, New York. Described by its president, E. J. Daley, as a non-profit corporation, AFTS will spot offices and terminals in numerous domestic and foreign cities. The present membership of AFTS, which includes seven companies—"all long-time veterans of the transportation business," as Daley pointed out—have freight facilities at New York, Philadelphia, Chicago, Cleveland, Charlotte, Detroit, Miami, Richmond, Bridgeport, Kansas City, San Francisco, Los Angeles, Seattle, London, Paris, Brussels, Amsterdam, Baranquilla, Rio de Janeiro and Havana.

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Six of the seven officers of the newly formed Air Freight Terminal Systems, Inc., at a recent meeting held in New York. Left to right are: Peter A. Bernacki, treasurer; Eric Rath, executive vice president; R. T. Spada, second vice president; E. J. Daley, president; G. L. Knight, Jr., secretary; and Frank X. Connolly, first regional vice president.

What this new operation amounts to is, in simple terms, streamlined freight delivery service—something the air freight business needs in a big way. The officers are young, enthusiastic about the future of air cargo, and, what is most important, have a wealth of transportation experience

here and abroad under their collective belt. Combined, their facilities make a formidable operation.

E. J. Daley, president of AFTS, is general manager of the Monarch Air Service at the Chicago Municipal Airport. Other officers include Eric Rath, general mana-

ger, Allied Airload Company, Brussels, who holds the AFTS post of executive vice president; R. T. Spada, president, Personal Air Freight Company, Bridgeport, AFTS second vice president; Frank X. Connolly, sales manager, Arborne Flower Traffic, Inc., San Francisco Municipal Airport, AFTS first regional vice president; C. D. McCormick, vice president, Union Airfreight Terminal, Inc., Miami, AFTS, second regional vice president; G. L. Knight, Jr., president, Allied Airload Service Corporation, New York, AFTS secretary; and Peter A. Bernacki, president, Peter A. Bernacki Company, Philadelphia, AFTS treasurer.

* * * * *

The muddled air freight situation is scheduled to receive a thorough airing on December 4 when the Aviation Section of the New York Board of Trade and the Aviation Writers Association jointly sponsor a forum to be held in the Hotel Sheraton, New York. Slogan of the day is: *Air Freight—What in Forty-Eight?*

All indications point to a rousing affair. For example, before the questions begin flying thick and fast, there will be prepared presentations by John Emery, Sr., of Emery Air Freight; Peter W. Wilson, of the Railway Express Agency; Lewis Goodkind, of the Civil Aeronautics Board; George J. Haney, of California Eastern Airways; and a representative of Air Cargo, Inc., who, at this writing, had not yet been named. What the aviation writers and civic body are doing is throwing into a single room the bigwigs of the Air Freight Forwarders Association, independent air freight carriers, scheduled airlines, the biggest express agency in the country, and Government. The rest we'll wait to hear.



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Four firsts distinguish the Beechcraft Twin-Quad: it is the first plane in the world to be equipped with engines completely submerged in the wings; the first to combine four engines with two propellers; the first to have integral emergency landing keels on the bottom; and the first big plane to use the V tail. The 20-passenger transport, now undergoing flight tests at Wichita, is designed for low-cost operation from small fields.

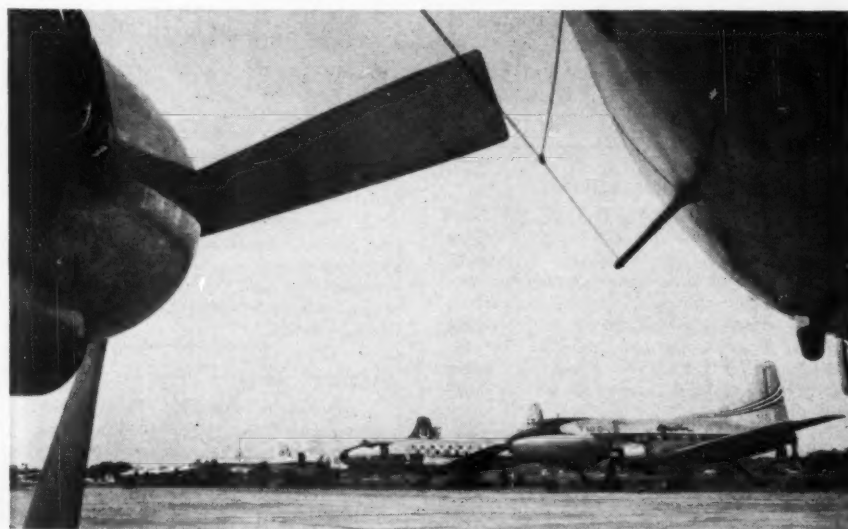
Chairman of the Forum Committee is Joseph S. Harris, of the Shell Oil Company. Other members of this committee include Warren L. Baker, Socony-Vacuum; Hubert D. Bassett, Devenco, Inc.; Reginald M. Cleveland, *New York Times* (also moderator of the proceedings); Max B. Cook, Scripps-Howard Newspapers; Devon Francis, *Popular Science*; Robert Mountsier, *New York Sun*; Herbert M. Lyall, American Airlines, and chairman of the Aviation Section; William McTaggart, Colonial Airlines, vice chairman of the Aviation Section; and William L. Rich, executive secretary, Aviation Section. Original planners of the joint affair were John F. Budd, publisher of *AIR TRANSPORTATION* and honorary chairman of the Aviation Section; Robert G. MacLain and W. A. Rogers, of REA; Clinton R. Harrower, Peruvian International Airways; Francis; and Rich.

When the November issue of this magazine went to press late in October, it missed by a hair's breadth the CAB's suspension for three months of the proposed extensions of air cargo rate reductions by several of the scheduled airlines. Although it refused to halt the air cargo rate cut by a number of airlines on October 5, the Board stated that it believed "that the presently developing cargo rate contest (between the scheduled airlines and the independent

cargo carriers) should cease." So watch for the news late in January.

Aero Insurance Underwriters will withdraw from the aviation field with the end of the current year, according to G. L. Loyd, manager of the group. All policies in force at the end of the year will continue to be serviced until expiration. When all outstanding commitments have been fulfilled AIU will be dissolved. No official reason was given, but it is believed the action was taken as the result of a prevalent feeling that the operations of an aviation pool may be illegal under the Federal anti-trust laws after July 1 of next year. Organized 25 years ago, AIU has 30 fire and six casualty members.

Air cargo tidbits from the airlines: Trans-Canada recently flew 1,800 pounds of penicillin from Montreal to India and Pakistan . . . Along about the same time, TWA carried an 8,307-pound shipment of vaccine from New York to Cairo . . . United is claiming a record single shipment of 19,440 pounds of plastic molding compound, sent from Toledo to Los Angeles . . . Ten King penguins, 11 Gentu penguins, and six Magellan penguins, shipped from the South Georgia Islands, were delivered to the Bronx Zoo by Eastern.



Ready for delivery to customer airlines are these Martin 202 transports bearing the insignia of Northwest Airlines, Linea Aerea Nacional (Chile), and Linea Aeropostal Venezolana. NWA already has several 202s in service on its routes.



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AIR CARGO, INC. . . . PAST, PRESENT, FUTURE

(Continued from Page 10)

items will be uniform for all the airlines at all points.

● Terminal Services

Consolidated air freight terminals operated by ACI for the benefit of all certificated airlines are planned for all major traffic points. Rather than each airline having to provide its own sorting and storage spaces, docks, receiving and delivering platforms, refrigeration facilities, cartage vehicles, and other equipment needed for adequate terminal servicing of air freight, as well as sufficient ground service personnel to handle the daily peak loads, all these requirements are consolidated under the management and direction of ACI. The greater volume of air freight handled through a consolidated terminal, and the more even distribution of the work-load throughout the day as a result of the greater number of airplane arrivals and departures served, enables ACI effectively to provide the air freight terminal services with considerably less space, equipment, and employees than the aggregate that would be required by the air carriers were they to operate their terminals individually.

● Combination air-surface transportation

A highly significant phase of the activities of ACI concerns the negotiation of arrangements whereby shipments of cargo may move between any two points in the United States by a combination of air and surface carriers. Direct service by air is available only to a relatively small percentage of the many thousands of smaller towns and communities in the United States; but there are very few such towns that are more than 100 or 200 miles from a city presently receiving service from a certificated airline. These communities are entitled to enjoy the benefits of the fast transportation of cargo provided by the airlines and every effort is being made to establish a combination of air transportation and surface transportation which will afford these communities a type of high speed service which never before has been available to them.

ACI, as a representative of the certificated airlines, held several exploratory meetings on this subject with the air cargo committee of the American Trucking Associations. Recent amendment of the Civil Aeronautics Act has eliminated an obstacle to such service which heretofore had proved to be insurmountable. Airlines and surface carriers may now provide a through service for cargo without the necessity of establishing joint rates. At a meet-

ing of ACI and the air cargo committee of the American Trucking Associations held subsequent to this new legislation, considerable progress was made toward the realization of these objectives. Both the airlines and the motor carriers have agreed to undertake promptly such additional actions in their respective spheres as may be necessary to clear away the few remaining obstacles to the inauguration of such service. (See Page 34, June, 1947, issue of AIR TRANSPORTATION.)

The development of these air-surface arrangements is being conducted on an industry level, both by the airlines and the surface carriers, rather than at the level of negotiation by individual airlines and motor carriers, so that the end result will be a uniform nationwide service available to all communities on an identical basis. The full benefits of competition within and between the various classes of carriers is thus being preserved for the benefit both of the carriers themselves and the shipping public generally.

That the program formulated by the certificated airlines for the development of air freight has been, and is continuing to be, a highly successful one is immediately evident upon examination of the traffic figures. The volume of air freight handled in domestic movement by the certificated airlines has seen steady growth from an average of approximately 275,000 ton-miles per month in early 1946 to a current volume averaging between 3,000,000 and 4,000,000 ton-miles per month. Reduced rates, additional facilities, improved services, and greatly implemented sales promotion and advertising programs now in process of execution form the basis for an estimated 54,000,000 to 60,000,000 total ton-miles of air freight moving over the routes of the nation's certificated airlines during the current calendar year.

Regulations for Alaska

The revised Section 292.2 of the Economic Regulations relating to air carriers within Alaska is now in effect. The regulation has two principal objects: to continue in effect the operating authorizations to air carriers in Alaska previously granted by the Board; and to stabilize the air transportation system in Alaska by more effective economic regulation of air carrier operations.

In addition to the present operating authorizations continued in effect by this revised regulation, the Board has under consideration the exemption from the provisions of Section 401 of the Civil Aeronautics Act of certain additional air carriers—"bush pilots"—who own and personally operate small planes.

Under the provisions of the previous

regulation and other exemption orders of the Board, air carriers in Alaska have been exempt from the usual economic regulatory pattern which is applicable to our domestic certificated air carriers. The unusual circumstances of terrain, climate and population distribution existing in Alaska required the development of an air transportation system which was totally unlike the system as it developed in the continental United States.

The necessity for allowing such air transportation to develop in accordance with the needs of Alaska, unhampered by extensive economic regulation, was realized by the CAB and made effective in the exemptions previously granted. The Alaskan air transportation system has now developed to the extent where, in order to prevent chaotic conditions from affecting such transportation, it is necessary to place it within the regulatory pattern under which our domestic air carriers have been operating. The newly revised regulation makes most of the principal Economic Regulations effective as to all air carriers within Alaska, while at the same time providing for flexibility in their enforcement by allowing relief from certain provisions of the regulations by administrative action.

Delaware is Served

With TWA and American Airlines now making regular stops at Wilmington's New Castle County Airport, Delaware has become the 48th state in the nation to have regularly scheduled commercial air service. The airlines have opened offices in the Hotel DuPont, and are making four flights daily from the former AAF base.

Waterman Turned Down

The Civil Aeronautics Board has denied the joint application of Waterman Steamship Corporation and Waterman Airlines, Inc., for authority to conduct air transportation of persons and property between New Orleans and San Juan. This action was approved by President Truman on November 5. The Board stated that "we found that the traffic potential over this route would be low and since the record in this case affords no basis for altering or modifying that conclusion, the Board is unable to approve the additional service to San Juan."

Permit to Swissair

A foreign air carrier permit has been issued to Swissair by the Civil Aeronautics Board, authorizing it to engage in air transportation between the co-terminal points Geneva and Zurich, the intermediate points Shannon, Santa Maria and Gander, and the terminal point New York. Swissair is the only Swiss international air carrier, and has been designated by the Swiss government as the airline authorized to exercise the rights granted to Switzerland under its air transport agreement with the United States.

Airport Map Free

According to the New York State Department of Commerce, the number of airports in the state has almost doubled since V-J Day. The latest New York State airport map shows 287 airports as compared with 156 two years ago. A free copy of the map can be procured by writing to the Special Service Department, AIR TRANSPORTATION, 10 Bridge Street, New York 4, N. Y.

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